VOLUME V NUMBER 11 DAYTONA RACING ACTION 32 pages April 11, 1968

25¢

The Motorcycle Enthusiast's Weekly Newspaper

# CYCLE NEWS

## RAYBORN, H-D WIN 200 MILER

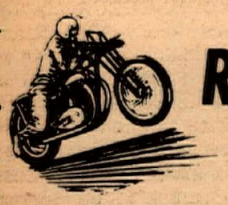
in this issue COLOR, EXCITEMENT & GLAMOUR of America's biggest Championship

With tension mounting by the moment, huge field of Daytona National Championship riders prepare for 200 miles of record-breaking action. Pacing the pack are front row qualifiers #55 Roger Reiman (H-D), #5 Yvon DuHamel (Yamaha), #28 Mike Duff (Yamaha) and #22 Dan Haaby (H-D). – Photo by Chuck Clayton.

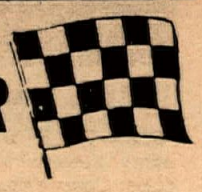
NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

# NATIONAL CALENDAR OF EVENTS



## RACING- IT MAKES THE WORLD BETTER



**Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.**

### EVERY FRIDAY NIGHT

INDOOR SHORT TRACK at Portland, Oregon Exposition Center. Paved track, classes 0-250cc, Class A & C. Time trials at 8 p.m., first heat at 8:30 p.m. Regular short track program plus handicap event, fast time attempts, match races, etc. Will run every Friday night for rest of winter.

LIGHTWEIGHT TT & SHORT TRACK RACES at Trojan Raceway, ACA sanctioned. Located corner Long Beach Fwy. and Firestone Blvd. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance. 100cc and 250cc classes in both TT and short track. Points, trophies and money. Starts at 8 p.m. every Friday night until April.

### EVERY SATURDAY

ADELANTO TT SCRAMBLES TRACK, practice at Redding's 8/10-mile course on Hwy. 395 near Adelanto, Calif. $1.00 per rider, spectators $1.00 per carload. Call (213) 861-5189 for more info.

### EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12030 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd. L. Street bike preferably, 9 a.m. start, $10 per student. For info call Bob Braverman at (213) 785-2421.

### EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes. Spectators welcome.

### EVERY SUNDAY

ADELANTO TT SCRAMBLES at Redding's 8/10-mile on Hwy. 395 near Adelanto, Calif. 0-250cc practice at 8:30 a.m., big bikes approx. 11:30 a.m. Admission $1.25 each person, $2.00 entry fee. Class C rubber. Call (213) 861-5189 for further info.

### MARCH 6th THROUGH 24th

"SPEED SCULPTURE" sponsored by the Pomona (Calif.) College art department. Exhibit of motorcycles selected by artist/rider Billy Al Bengston. Theme is a blend of utility and aesthetic value in machines. At Montgomery Art Center, corner of Bonita & College Aves. in Claremont, Cal. Open daily 1-5 p.m.

### SUNDAY, MARCH 24th

THREE STAR PROFESSIONAL AMA TT presented by Hill & Gully M.C. at Tri-City Raceway, West Richland, Wash. For more info contact Hill & Gully M.C., c/o Jack Cameron, 3403 W. Imnaha, Kennewick, Wash. 99336.

### SUNDAY, MARCH 24th

TT SCRAMBLES presented by Mesa M.C. at Mesa Speedway. Just east of Brown Field, take the Main St. turnoff from Calif. Interstate 5 at Chula Vista and follow the lime. No concessions; bring your own refreshments. Practice at 10 a.m., first race at noon. AMA sanc., Class C traction. Call W.A. Wilkinson, Sec'y, Mesa M.C. at 477-4539.

MOTO-CROSS, European-type presented by the Visalia Ramblers M.C. Limed from Kettleman City, Calif. (between Paso Robles and Fresno). Dist. 35 cross country points. Race starts at 10 a.m., signup at 9 a.m. Each race will run for one hour. Class 1, 0-120cc; Class 2, 121-250cc; Class 3, 251-Open. Entry fee $3.00, concession stand and restroom facilities. No play riding in the area; either race or watch.

MOTO-CROSS, European style presented by Calif. Moto-Cross Club at Saddleback Park. Four classes, Jr. & Exp.: 0-125cc, 125-250cc, 251-500cc, 501-1000cc. Competition license required, AFM or FIM affiliate. Post entry $5.00. Gates open 7:30 a.m., practice 10 a.m. Drive east on Chapman Ave. off Newport Fwy. to Santiago Canyon Rd., go right to Peters Canyon Rd., left to the entrance gate. For further info call (714) 629-8642.

HARE SCRAMBLES by Groundshakers M.C. of Las Vegas, Nevada. Pick up the lime from Jean, Nev. and come early.

HARE SCRAMBLES, "Annual Saucer Run" by Invaders M.C. AMA sanc., Dist. 37 points and finishing pins. Limed from Lucerne, Calif. Riders meeting 9:30 a.m., starts at 10 a.m. Three 30-mile loops, trailbikes 2 loops. Le Mans start. Entry fee $3.25.

AFM NATIONAL TRIALS organized by St. Louis, Mo. AFM chapter. At Castro's on Butler Hill Rd. west of Hwy. 21 in St. Louis County. Tech, inspection at 10 a.m., first rider starts at 1 p.m. For info write AFM-St. Louis, 3853 Holly Hills Blvd., St. Louis, Mo. 63116.

MOTO-CROSS by Lions M.C. at Miramar, Calif. area. Limed off Miramar Rd., can be approached from either Hwy. 395 or Interstate 5. All classes, 10 a.m. start. AMA Dist. 38 point run. For more info call Norman Niles at 222-1058 in San Diego, Cal.

TT RACE by Shasta M.C., AMA sanc., smooth TT track, all classes. Track location: take Business Loop, Interstate #5, between Redding and Anderson, Calif. Turn west on Happy Valley Rd. and follow signs to track. Practice and signup 10 a.m. to noon, race starts at 1 p.m. In case of inclement weather or for further info call (916) 241-4008 in Redding.

### SATURDAY, MARCH 30th

31st ANNUAL TRAIL BLAZER MEETING & BANQUET at Rodger Young Auditorium, 936 W. Washington Blvd., Los Angeles, Cal. Reception and visiting at 6 p.m., dinner promptly at 7:30 p.m. Excellent movies, talks. Wives or girlfriends welcome. All riders, enthusiasts or those with past M/C experience invited. By reservation only, $6.00 for dinner and badge, kit and program. Send remittance to Floyd Clymer, Trail Blazers President, 222 N. Virgil Ave., Los Angeles, Cal. 90004. No tickets sold at door or mailed. Must be picked up at banquet and paid for in advance.

### SUNDAY, MARCH 31st

HILLCLIMB by the Campbell M.C., AMA sanc. Location: "Cycle Hills" at Hall's Ranch near Morgan Hill, Calif. There will be plenty of spectator room and refreshments. Practice at 9 a.m., start 11:30 a.m. sharp. First area hillclimb of the year and the fastest riders in Calif. will be demonstrating their skills. $1.50 for riders or spectators. For further info contact Bill Landsborough (408) 241-6443.

11th ANNUAL POKER RUN by Hi-Way Kings M.C. Start 8-9:30 a.m., deadline 4 p.m. Donation $1.50. Starts from Long Beach Harley-Davidson, 3654 Long Beach, Calif. Western jam session, live music, dancing, coffee, games, trophies, donuts and fun. Scenic highways, AMA sanctioned.

AFM CHAMPIONSHIP ROAD RACE at Vaca Valley Raceway, just east of Vacaville, Cal. on U.S. 80, between San Francisco and Sacramento. $1000 purse to GP classes, trophies to Production classes, plus $100 to overall Prod. winner if Honda owner, from Stan Miguel of S.F. Honda. Pre-race info from AFM-SF Chapter, 4810 Daisy #B, Oakland, Cal. 94619. Sign-in at 8:30 a.m., practice at 9 a.m., first heat at noon. There is an additional charge for late entry so write now.

TT RACE by Shasta M.C., AMA sanc., smooth TT track, all classes. Track location: take Business Loop, Interstate #5, between Redding and Anderson, Calif. Turn west on Happy Valley Rd. and follow signs to track. Practice and signup 10 a.m. to noon, race starts at 1 p.m. In case of inclement weather or for further info call (916) 241-4008 in Redding.

AMA SPORTSMAN ROAD RACE at San Angelo, Texas presented by Southwest M.C. Racing Assoc. Seven classes, point system for SMRA 9-event season, high-point trophy, banquet at end of year. For more info write Races, 2507 T.C.U. Ave., San Angelo, Texas 76901 or call (915) 949-1030.

MOTO-CROSS presented by the world-renowned Kern County Trailblazers at the all-new and fantastically fun to ride Kern River Moto-Cross circuit. Gates open at 8 a.m. Practice at 11 a.m. and race at noon. All classes. Three number plates mandatory. Limed west on Hwy. 58 from Fwy. 99. For further info call Jack Ogle at (805) 746-4058.

### SUNDAY, MARCH 31st

MOTO-CROSS presented by Lompoc Slo-Pokes M.C. at Santa Maria Speedway, just off Hwy. 101, Santa Maria, Calif. Limed from Bakersfield exit on Hwy. 101. Entry $1.50, spectators free. Practice 10 a.m., first race at noon, rain or shine. Minors must have parents statement of release. Camping, clean restrooms, and concessions available. For more info write Slo-Pokes, Box 2177, Orcutt, Calif.

SCRAMBLES by Mt. St. Helens M.C. at Castle Rock Fairgrounds, Castle Rock, Wash. For further info contact Mt. St. Helens M.C., P.O. Box 51, Castle Rock, Wash. 98611.

HARE SCRAMBLES by Lost Coyotes M.C. Dist. 37 point run, AMA sanc. Limed from golf course in California City, Calif. Three 28-mile loops for big bikes. Two loops for trail bikes. 10 a.m. Le Mans start. For info call (805) 942-7603.

SCRAMBLES by Hi-Jinx M.C. at El Mirage, Cal. Riders meet at 9:30 a.m., race at 10 a.m. 100cc max. Gear for dirt. 1-1/2 hour race, $3.00 entry fee. Take Barstow Fwy. north to Summit Inn and follow Hwy. 395 to Adelanto, Calif. Take El Mirage turnoff to the dry lake bed. Follow lime from Adelanto.

### APRIL 2nd-4th, 1968

"THE MINT 400 DEL WEBB DESERT RALLY" at Las Vegas, Nevada, an off-the-road cross-country event with a total purse of $15,600. Limited to 300 vehicles including motorcycles, desert buggies, production cars and 4-wheel drive vehicles, NASCAR sanctioned, Rocky areas, sand dunes, brush, washes, mountainous regions. Winners in each division guaranteed $2000 for 1st, $1000 for 2nd, $500 for 3rd, $250 for 4th & $150 for 5th. Headlights and taillights required. Entry $175, includes 3 nights at the Mint Hotel for two, two tickets to Awards Banquet. For more info and entry blanks write Race Coordinator Norm Johnson, Mint Hotel, Las Vegas, Nev. or call (704) 385-7440.

### FRIDAY, APRIL 5th

AMA PROFESSIONAL FLATTRACK on the Ascot Park half-mile dirt track, promoted by J.C. Agajanian. Practice at 7 p.m., first race 8:15 p.m. Nov., Am., Exp. Class C riders. Track location 183rd & Vermont, Gardena, Calif., just off the Harbor & San Diego Fwys.

### SATURDAY, APRIL 6th

AMA PROFESSIONAL TT STEEPLECHASE at the Ascot Park twist, turn and jump course, promoted by J.C. Agajanian. Practice at 7 p.m., first race 8:15 p.m. Nov., Am., Exp. Class C riders. Track location 183rd & Vermont, Gardena, Calif., just off the Harbor & San Diego Fwys.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# NATIONAL CALENDAR OF EVENTS

## APRIL 6 through APRIL 14th

TEEN-TIME USA — Motorcycles and other youngminded folderol at the Anaheim Convention Center from 3 til midnight Saturdays. Promoted by Radio station KEZY in Orange County. Call (714) 533-3131 for more dope.

## SAT. APRIL 6 & SUN. APRIL 7th

14th ANNUAL NORTHWEST AMA 6 STAR TT CHAMPIONSHIP RACE presented by Owyhee M.C. at Boise, Idaho. All Novices must time in and qualify on Sat. for Sunday's event. All Amateurs & Experts will time in and qualify on Sunday. $50 for Exp. fast time, $50 Exp. Trophy Dash, $5.00 lap money for Experts. $1600 total purse. Gates open 9 a.m. Race to be held at Owyhee M.C. club grounds. Write for entry blanks to Owyhee M.C., Box 733, Boise, Idaho 83701.

## SAT. & SUN., APRIL 6 & 7th

CLASSIC AND ANTIQUE MOTORCYCLE RALLY in Visalia, Calif. Presented by the Classic & Antique Assoc., the Concours de Elegance show will be held at the Visalia Fair Mall on Mooney Blvd. Bike judging Sat., April 6 at 12 noon in the huge indoor mall, may be set up 3nytime between 8-10 a.m. Sat. Also trade meet and roped off parking area for use as riding and display area for unlicensed and racing bikes. Dinner at local banquet room at 8 p.m. Sun., April 7 an 80-mile poker run through twisty Sierra mountain foothills. First Classic & Antique Rally ever held on West Coast. For more info contact Frank F. Conley, Secy., 808 S. Church St., Visalia, Calif. 93277.

## SUNDAY, APRIL 7th

8th ANNUAL SHAMROCK ENDURO, 125-miler, Mojave Hospital Benefit. Start and finish at Old Ricardo's, limed from Red Rock Canyon, Hwy. 14, 20 miles north of Mojave, Calif. No gas or food at start, muffler, waterproofing and license plate recommended. First Lt. Wt-Hvy-Wt. leaves at 8:01 a.m., 1st trailbike leaves 10:01 a.m. Trailbikes go 50 miles, others go 125 miles so bring extra gas can if you can't go 75 miles. Three riders to a number, trailbikes ride with own class only. Mail entry $4.00, deadline April 1st. Drawing April 3, Sunland Park, 8:30 p.m. Mail entries to Tom Center, 7735 Kyle, Tujunga, Cal. 91042. Post entry $5.00.

PONDEROSA HARE SCRAMBLES by Greyhounds M.C., 15 miles east of Lancaster, Calif. on Ave. J. 10 a.m. start, four 10-mile loops for all classes. Trophies to 50% of entries. 1968 Dist. 37 desert numbers only.

1st ANNUAL 100-MILE BONANZA HARE & HOUND presented by Nevada Trail Blazers of Reno, Nevada. AMA sanc., first area Hare & Hound in years. Course 100 miles of roads, trails and sagebrush. Refreshments and food available but bring your own gas and mark it well. Race starts 11 a.m. sharp. Entrants may check in or enter on Sat., April 6 at race headquarters, Ponderosa Hotel & Casino, 515 S. Virginia St., Reno, Nevada. Pre entry $4.00, $5.00 day of race. Call Doug Harrison at 786-1906 in Reno, Nevada for more info. Hwy. limed to course from U.S. 40 at U.S. 395 in downtown Reno.

4th ANNUAL POKER RUN presented by the Oxnard M.C. Starts at San Fernando H-D, 16113 Sherman Way, Van Nuys, Cal. Signup 8 to 9:30 a.m. Coffee and donuts at start. Plenty of good food at finish. Donation of $2.25 includes meal. Field events and plenty of trophies. 3-ft. Sweepstakes trophy. For further info call (805) 487-4080.

ENGLISH TRIALS by Southern Calif. Trials Assn. to be held in the Miramar area of San Diego. 10 a.m. start, signup starts at 8:30 a.m. Limed from the Genessee Ave. turnoff of Interstate 5 and Miramar Rd. Consult local map for directions. Overnight camping not recommended; location is near a housing tract.

HARE SCRAMBLES presented by Cycliens of Bakersfield, Calif. Starts 12 noon, rain or shine. Six bikes make a class. AMA sanc., plenty of trophies, refreshments available. Entry fee $3.00 Place: N. Chester Ave., limed from Bakersfield Speedway.

## SUNDAY, APRIL 7th

AFM CHAMPIONSHIP ROAD RACE at Orange County Int'l Raceway. Take Sand Canyon off-ramp from Santa Ana Fwy. (U.S. 101), 10 miles south of Santa Ana, Cal. $500 guaranteed purse for GP classes, trophies to Production classes. For info write L.A. Chapter AFM, 3106 Griffin Ave., Los Angeles, Cal. 90031. Entries at track only. Pit gates open 7:30 a.m.

TT RACE by Shasta M.C., AMA sanc., smooth TT track, all classes. Track location: take Business Loop, Interstate #5, between Redding and Anderson, Calif. Turn west on Happy Valley Rd. and follow signs to track. Practice and signup 10 a.m. to noon, race starts at 1 p.m. In case of inclement weather or for further info call (916) 241-4008 in Redding.

50-MILE SCRAMBLES by Sage-Hoppers M.C. at Encinitas, Cal. Practice 9 a.m., riders meeting 9:45 a.m. First race 10 a.m., Am. & Exp., all engine sizes. Second race 12 noon, Nov., all engine sizes. Limed from Fwy. #5 and Encinitas Blvd. National & Dist. 38 sporting points. Facilities, interesting course, friendly club. $3.00 entry fee, no admittance charge. Cherry pickers and litterbugs will be wailed. For info call Bob Gooding (714) 753-2907.

## SUNDAY, APRIL 14th

THREE STAR AMA PROFESSIONAL TT RACE at Tri-City Raceway, West Richland, Wash. Presented by the Hill & Gully M.C. For further info contact John Rector at (509) 943-3391 or write Hill & Gully M.C., c/o Jack Cameron, 3403 W. Imnaha, Kennewick, Wash. 99336.

ARIZONA CHAMPIONSHIP TT at Eastside Cycle Park, Tucson, Ariz. Half-mile graded and oiled course with 3 jumps in tip-top condition. Free "I TT'd in Tucson" T-shirts to out of state riders. Practice 9 til noon. Riders from Texas, N.M., Ariz., Cal. & maybe Nev.

## SUNDAY, APRIL 21st

3rd ANNUAL BENEFIT RUN by Singing Wheels M.C. of San Diego for the Home of Guiding Hands for mentally retarded children in Lakeside, Cal. Donation #$2.00 per person. Start at Chuck Holenda's M/C shop in El Cajon, Cal. Coffee and donuts, time 9-11 a.m. Los Angeles riders sign in 9-12 at check point, Hwy. 395 and Sunset, about 2 miles outside Escondido, Cal. Deadline 2:30 p.m. Field events, trophies, refreshments, fun. All proceeds go to the home. For information call 420-9702 in Chula Vista, Cal.

5th ANNUAL 49er ENDURO presented by Polka Dots M.C. Starts and finishes in Forest Hill, Cal., 21 miles northeast of Auburn. Entry fee $3.00, team entry $3.00, post entry $5.00. First rider out at 8:01 a.m., course less than 125 miles. (Nice, easy Sunday ride in the woods.) Spark arrestors and helmets absolutely required. Classes: Expert Class A, 0-125cc; 126-250cc; 251-Open. Novice Class B, 0-125cc; 126-250cc; 251-Open. Sidehack class too, if you're crazy enuff. Perpetual Sweepstakes trophy. Numbers assigned as received after drawing on March 19 at 7 p.m., 4555 Auburn Blvd., Sacramento, Cal. Entries close April 14. Post entry charged thereafter. For ino, entry write Polka Dots M.C., 86 Malone Ct., Sacramento, Cal. 95820 or call (916) 451-1845 or (916) 428-6110.

HALF-MILE AMA DIRT TRACK race at San Jose, Calif. Fairgrounds. Promoted by Barkhimer Assoc. Professional Nov., Am. and Exp. riders. First race at 2:15 p.m. Purse $900 with Main Event winner guaranteed overall winnings of $500.

AMA SPORTSMAN ROAD RACE at San Angelo, Texas. Presented by the Southwest M/C Racing Assoc. For more info on this and upcoming events, write Races, 2507 T.C.U. Ave., San Angelo, Texas or call (915) 949-1030.

TT SCRAMBLES by Experts M.C. of San Diego at Mesa Speedway. Graded and surfaced 5/8-mile TT course, Class C traction. Gear high. Practice at 10 a.m., first race at noon. South on Interstate 5 to Main St. turnoff south of Chula Vista, Cal. Follow Otay Mesa Rd. and lime to track. For info contact Earl Roloff at 479-3209 or 239-6119 in San Diego.

## SUNDAY, APRIL 21st

SCRAMBLES presented by Mt. St. Helens M.C. at Castle Rock Fairgrounds, Castle Rock, Wash. Further info on this and other races in the area may be obtained by writing Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

MOTO-CROSS presented by Bushmasters M.C. near Beaumont, Calif. All classes; 5 bikes make a class. First race 10 a.m. Classes combined – 0-100cc; 101-250cc; 251-500/501-1000cc. Three races each class, ambulance standby, great for spectators. Take US 60-70-99 to Beaumont, Cal., take Beaumont Ave. offramp and follow the lime 2 miles south. Trophies to 20% of riders.

SCRAMBLES at Sprockets Park in Bakersfield, Calif. presented by the Bakersfield Sprockets. Signup closes at 11:30 a.m. with first race at noon.

AFM NATIONAL MOTO-CROSS at Carlsbad, Calif. Jr. & Exp. 125-250-500-Open classes. Organized by Calif. Moto-Cross Club. For info write P.O. Box 391, Harbor City, Cal. 90710. Prize money in 250 & 500 Exp. classes. Signup opens 7:30 a.m., practice 10 a.m. Point event.

## SUN. APRIL 21 & SUN. MAY 5th

TT SCRAMBLES by Oregon Sidewinders M.C. AMA sanc. 3 start Class C event. Race starts 1 p.m., riders entry $2.00, spectators $2.00. Also special exhibition events in 100cc & 175cc classes. Pit gate opens at noon. Race held at Oregon Sidewinders track on SE Lawnfield Rd., south of Portland near Clackamas, Oregon. Write Diane Seifert, Rt. 3, Box 290-C, Oregon City, Oregon 97045 for more info.

## SAT. & SUN., APRIL 27 & 28th

FIM NATIONAL TRIALS CHAMPIONSHIP sponsored by Pan-American Racing Assoc. at Sedan, Kansas. 100 miles each day, mud, rocks, forest paths. For more info contact Bill Grapevine, 5326 E. Harry St., Wichita, Kans. 67218. Phone MU 3-6032.

## SUNDAY, APRIL 28th

AMA NOVICE-ONLY HALF-MILE FLATTRACK at Oaklandon, near Indianapolis, Indianapolis, Two-star Dist. 9 Class C event.

7-MILE AMA NATIONAL CHAMPIONSHIP DIRT TRACK RACE at Hampton Downs, Atlanta, Georgia. Promoted by Great Southern Development, 1446 Tully Rd., N.E., Atlanta, Ga. Entries close April 7; entries from AMA or District Referee.

90-MILE AMA NATIONAL CHAMPIONSHIP ENDURANCE RUN presented by Tompkins County M.C., RFD 2, Route 13, Newfield, New York. Entries from AMA or promoting club.

## SUNDAY, MAY 5th

2nd ANNUAL RAWHIDE ENDURO by the Wassuk Scramblers M/C. AMA Sanctioned. Star, noon check and finish at Hawthorne, Nevada. First rider out at 8 a.m. Sunday, May 5, 1968. No spark arrestors or mufflers required. Course is approx. 100 miles long. (Not as rough as last year.) Mail entries $4.00, close April 29th. Post entries $5.00, signup headquarters at the Wolf's Lair, Highway 95 East, Hawthorne. For Mail entries or further information write Wassuk Scramblers M/C, Box 872, Hawthorne, Nev. 89415, or call Charlie Jones at (702) 945-2988.

TRI-STATE SCRAMBLES presented by Bakersfield Sprockets M.C. at Sprockets Park in Bakersfield, Calif. Signup closes at 11:30 a.m. with first race at noon.

TT RACE by Shasta M.C., AMA sanc., smooth TT track, all classes. Track location: take Business Loop, Interstate #5, between Redding and Anderson, Calif. Turn west on Happy Valley Rd. and follow signs to track. Practice and signup 10 a.m. to noon, race starts at 1 p.m. In case of inclement weather or for further info call (916) 241-4008 in Redding.

AMA PROFESSIONAL 3 STAR TT RACE at Tri-City Raceways, West Richland, Wash. Presented by Hill & Gully M.C. For more info contact Jack Cameron, c/o Hill & Gully M.C., 3403 W. Imnaha, Kennewick, Wash. 99336.

**The Invaders Annual Saucer Run**
*will be held*
**March 24, 1968.**

*A Hare Scrambles limed from Lucerne, California. AMA & Dist. 37 approved point event.*
*Three 30 mile loops. Trailbikes will run 2 complete loops. $3.25 entry fee includes $.25 for standby ambulance. LeMans start at 10:00 A.M. Sharp.*
*Help support your district and your clubs. Ride this one*
**FINISHER PINS.**

**UPCOMING AFM EVENTS**

March 31 – National Road Race – Vacaville $1000 purse
April 7 – National Road Race – Orange Cty. $ 500 purse
March 24 – Sportsman Moto-cross – Saddleback Park
April 21 – National Moto-cross – Carlsbad Rcwy. Professional
March 24 – National Trials – Castro's – St. Louis County (Mo.)

*See calendar of events pages for details*

**A.C.A. ROAD RACE**

WILLOW SPRINGS INTERNATIONAL RACEWAY ROSAMOND, CALIFORNIA. HWY 14 TO ROSAMOND, CALIF., NORTH ON ROSAMOND BLVD. TO TRACK.

**MARCH 24**

**All G.P. and Production classes, plus Side Cars**
**Pit Gates open 8:00 a.m. First Event 11:30 a.m.**
***TROPHIES AND PENNZOIL***

1st Annual Professional & Sportsman
**FIRECRACKER MOTO-CROSS JULY 4**

New course in the Los Angeles area. $1,000 purse for American riders. *Torsten Hallman * Joel Robert * Alan Clough and three other European Stars *** Write or call for information and advance entries: International Moto-Cross, P.O. Box 3571, San Diego. Telephone (714) 460-4289.

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# Voices

## REACTION FROM SACRAMENTO

**The following letters were received by Cycle News readers Darwin Acres, Jon Martyn and Tony Bugarin in response to their protests against compulsory use of helmets, and should prove good reading for all.**

"Dear Mr. Acres:

Thank you very much for your letter concerning Assembly Bill 289.

As you probably know, a similar bill pertaining to the wearing of motorcycle helmets was introduced last year, but it failed to even pass out of committee and I seriously doubt that this year's bill becomes any more successful. In fact, there is some question of the constitutionality of such a law if it were passed. Therefore, I believe there is little chance of this bil becoming law.

If I can be of further service, please do not hesitate to let me know. With best wishes, I am

Sincerely yours,
WINFIELD A. SHOEMAKER
Assemblyman, 36th Dist., Santa Barbara
Sacramento, Calif."

"Dear Mr. Martyn':

Thank you for your letter expressing your concern about AB 289. Unfortunately I cannot agree on your judgement.

Had you been present to hear the testimony given to the Assembly Transportation Committee in support of this bill last year, I think you would be of a different opinion. Briefly stated, the testimoney indicated that even the most expert and careful cyclist can through no fault of his own encounter a mishap resulting in a tragic accident.

Much as I wish to encourage a spirit of individualism and to prevent unnecessary government regulation of private activity, the very high risk of grave injury involved in motorcycling more than justifies this legislation. Unfortunately the only way to guard against this risk is through the wearing of a protective helmet. While the wearing of the helmet and goggles may somewhat reduce the pleasure of motorcycling, I think you will agree it is rather slight when weighed against the possible heartbreak and expense to the loved ones of a motorcycle accident victim. It is quite possible that in many instances the care of someone seriously injured in an accident might be more than his family could bare and then would fall upon the public.

I hope that you will agree that these considerations establish the need for this corrective legislation. I will be grateful to hear from you further on this matter or any other of concern to you in the future. Thank you for taking the time and trouble to communicate with me.

Sincerely,

PETE WILSON
Assemblyman, 76th Dist., San Diego
Sacramento, Calif."

"Dear Mr. Martyn:

Senator Jack Schrade has forwarded your recent letter to me for reply. Due to the recent senate reapportionment I now have the honor and privilege of representing all of Northern San Diego County.

As you probably know, legislation concerning compulsory safety equipment for motorcycle riders was introduced last session and, after extensive hearings, was not passed due primarily to lengthy testimony given by motorcycle clubs. I understand the legislation is still being studied and there is a possibility that this measure will be reintroduced this session.

I did not serve on the committee that heard the testimony last year and have not had the opportunity to hear the arguments. Please be assured that if this matter comes before me for consideration, I will certainly take your views into account. They will be most helpful to me in making my final decision.

Yours truly,

CLAIR W. BURGNER
Thirty-Eighth Senatorial Dist, San Diego County
Chairman, Senate Social Welfare Comm.
Sacramento, Calif."

"Dear Mr. Bugarin:

Thank you very much for your letter of February 29th concerning legislation providing for the compulsory use of helmets by motorcycle riders. I have read many comments that the use of helmets and goggles actually is a safety hazard, rather than a prevention.

I assure you that I will give your psotion on this matter my earnest consideration.

Sincerely,
DAVID A. ROBERTI
Assemblyman, 48th District, L.A.
Sacramento, Calif."

"Dear Mr. Bugarin:

Thank you for your letter of February 29, 1968 stating that you are opposed to AB-289/1968-Foran which would require you and other motorcycle users to wear a protective motorcycle helmet.

I suppose I am as concerned about people's health and safety as any one sle but I tend to agree with you that if you do not wish to protect your own head you shouldn't have to.

Thank you for giving me the benefit of your opinion. I do not know whether that bill will ever come before me for attention but if it does, I will remember your letter.

Sincerely yours,
GEORGE E. DANIELSON
State Senator, Los Angeles County
Chairman, Committee on Public Utilities
Sacramento, Calif."

**("Keep sending in those cards and letters to your Senators and Assemblymen, folks. They really DO get our message across!**

## "DIRT DIGGERS NORTH"

The Dirt Diggers M.C. would like to welcome and extend our congratulations to a new club that has been formed in the Orangevale, Calif. area. The name of the new club is "Dirt Diggers North." Although a new club, they already have some of the areas top riders in their 30 plus membership.

As you might suspect, we are brothers under our red and white striped riding jerseys. Although each club is an independent organization our philosophies are the same. Both xlubs will do their best to promote the sport of motorcycling.

In the planning stages is an event, put on by both clubs, that will blow your mind. Look for this unusual and spectacular event to be held in the near future.

If any of you Northern Calif. riders get zapped by a guy wearing a red and white striped riding jersey, don't feel bad. At least you've been had by one of the best.

DIRT DIGGERS M.C.
Santa Monica, Calif.

## 190 CLUB CHALLENGED

As a long standing race fan and follower of Ascot, I feel compelled to write about the "190 Club" as it's a popular stopping place for fans and racers.

Conditions under present management have gotten to the point where the hoodlum element, which the motorcycle industry has been trying to live down, is not only permitted in but their action condoned.

Ascot fans, why support a situation like this? Many other places exist which do care what sort of clientele they have.

SHARON ATTARD
Los Angeles, Calif.

# THE NEW IMAGE

*By Chuck Clayton*

## EAST SIDE, WEST SIDE, ALL AROUND DAYTONA

The airplane sets you down gently at Daytona Beach airport. It is a tropical winter day, with potmetal skies and stiff breezes bending the tall palmtrees. You drive past the famous Speedway, heading for Motel Strip along the beach. A guide who has been to Daytona for the Handlebar Derby in the past, points out landmarks to you, on your first trip. There's the Armory where the free trade show is being held, and there's "Street Rider Street" where all the bikes with exotic license plates line up at night: fringed saddlebags from Michigan, fairings from Pennsylvania, Harleys from Idaho and the District of Columbia, choppers and Christmas trees from New Jersey.

You get your credentials in the office of Houston Lawing, publicity director for the Daytona Speedway, and with these magic passes you can wander wherever your quest for information and impressions may lead you.

First, to the pits, with candid camera cocked, to learn what we can of the equipment and the mood prevailing. The Harley-Davidson crew is proud but not smug with the fast time of 149.08 mph that their sidevalve V-twin set earlier. "That motor doesn't know it's a flathead," someone in the Triumph pits remarked. "It thinks it's an overhead cam!"

H-D wasn't taking any chances on losing this year, after two straight defeats at the hands of the Baltimore Triumph crew. Racing chief Dick O'Brien had spent more time, it was rumored, in California than in Milwaukee last year, redesigning the familiar KR engine with the help of C.R. Axtell's flowmeter and dyno equipment. The latest KR's sidevalves are said to incline more sharply toward the cylinder bore, to reduce the angle of the path the gases have to follow.

### Sidevalves vs. Overheads vs. Two-Strokes

Triumph, the defending champions, were resting on their laurels, but none too happy about it, seeing's how H-D's seven sponsored riders had that new invincible look in their eyes. Triumph's Daytona-wise development engineer (British meaning: racing director) Douglas Hele (pronounced "heel") put his faith and the fate of a good many motorcycle sales in what had always proved to be a good thing, the overhead valve, vertical twin, a design so efficient that it often beats the sidevalves with 2/3 of their power potential. Sidevalve engines (does anyone not know?) are allowed to use 45 cubic inch dimensions while overhead valve engines may only go 30.50 inches on the bore and stroke. The two-cycle engine, for lack of a better category, is lumped in with the overheads in the racing classes.

### Size No Advantage

Thus in the Suzuki stables, we found their peremptorily-appointed racing coach Fred Moxley doing the best he could with full thirty and a half inches of Suzuki 500/five engines... only in this cases they had to be 500/fours, since rules limit all bikes to 4-speed gearboxes, and so Moxley had to leave a precious cog out of the stock Suzuki transmission. Racing speeds had uncovered some structural shortcomings in the details of the bikes that Moxley would be hard pressed to correct in time for the big 200-mile championship on Sunday.

Farther along the row of white garages we espy the house of Yamaha, where invincibility fairly reeks. Yamaha's team of racing experts — riders and managers alike — get a lot of credit for Yamaha's rosy profit picture. About three dozen of their quiet, enthusiastic sales executives were there to cheer them on to another victory in the 250 road race. And, hopefully, a good showing in the big bike championship. Already their 350cc two-cycle bikes held 2nd and 3rd fast time, as if to demonstrate again for all to see, that in racing, size has no advantage.

American motorcycle racing is the story of David and Goliath, re-enacted every generation. The giant falls and becomes the underdog. The underdog fells the giant, grows to become a giant himself and the cycle repeats.

### Daytona's New Look

The new look at Daytona this year is factory team riders in bright leather uniforms and identical looking bikes. Even the Yamaha rooting section sports identical blazer jackets, with contemporary announcer styling. Uniformitis extends as well to the monthly magazine staffs in attendance: CYCLE in resplendent blue satin jackets and CYCLE WORLD in red windbreakers and Panama hats.

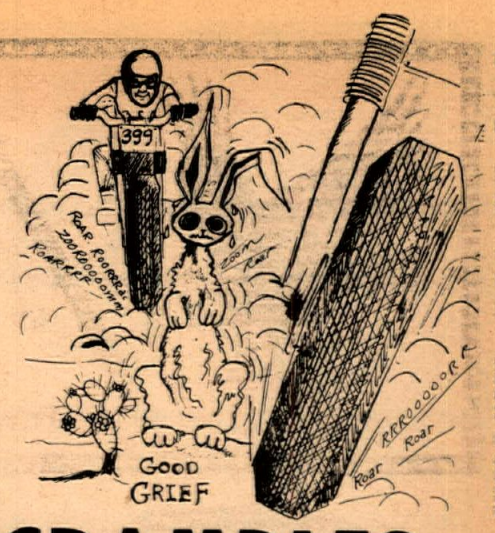
All this fashionable plumage was viewed askance by some of the private racers, who figured the "little guy" didn't stand a chance against the factory money. If the new look was calculated to psyche out the opposition, it wasn't entirely successful, as results later showed. Private entries are protected by the AMA's claiming rule, which states that any participant can claim the winner's motorcycle for $1500 in the case of a lightweight, or $2,000 for the winner of the 200-miler. The fact that no one has invoked this rule in many years indicates that rumors of "special $25,000 factory entries" are just made up but not believed.

Certainly the outcome of the 100-mile race for Amateurs on Friday should have set one's mind to rest regarding private builder abilities under the Class

*(Continued on page 6)*

George Green (6x) on his 250 Husky, motors past a young enthusiast who seems to be just trying out the trail. Note to non-entries: a racing course is no place to putt-putt.

# JACK RABBITS HARE SCRAMBLES




By Dick Wright
Photos by Jeff Wright

**The luck of the Irish shined down on Gene Smith, #59 Triumph rider, as he won the four-loop, sixty-eight-mile rough Mojave desert race in the fast time of one hour and thirty-six minutes. On Saint Patrick's Day this seventeen-year-old red-headed Irishman, wearing the green Shamrocks M.C. colors, claimed his first overall win.**

The banner was dropped and the large group of 250cc and Open Class riders took off for the smoke bomb with a perfect start. To see it as Gene Smith saw it; "I was on the left-hand trail leading my group and I could see John Gaitz, #39 on a Triumph, leading the pack just to my left, with Steve Scott on a 360 Bultaco right behind him. As we came to the smoke bomb, both trails came together and I tucked in behind Scott.

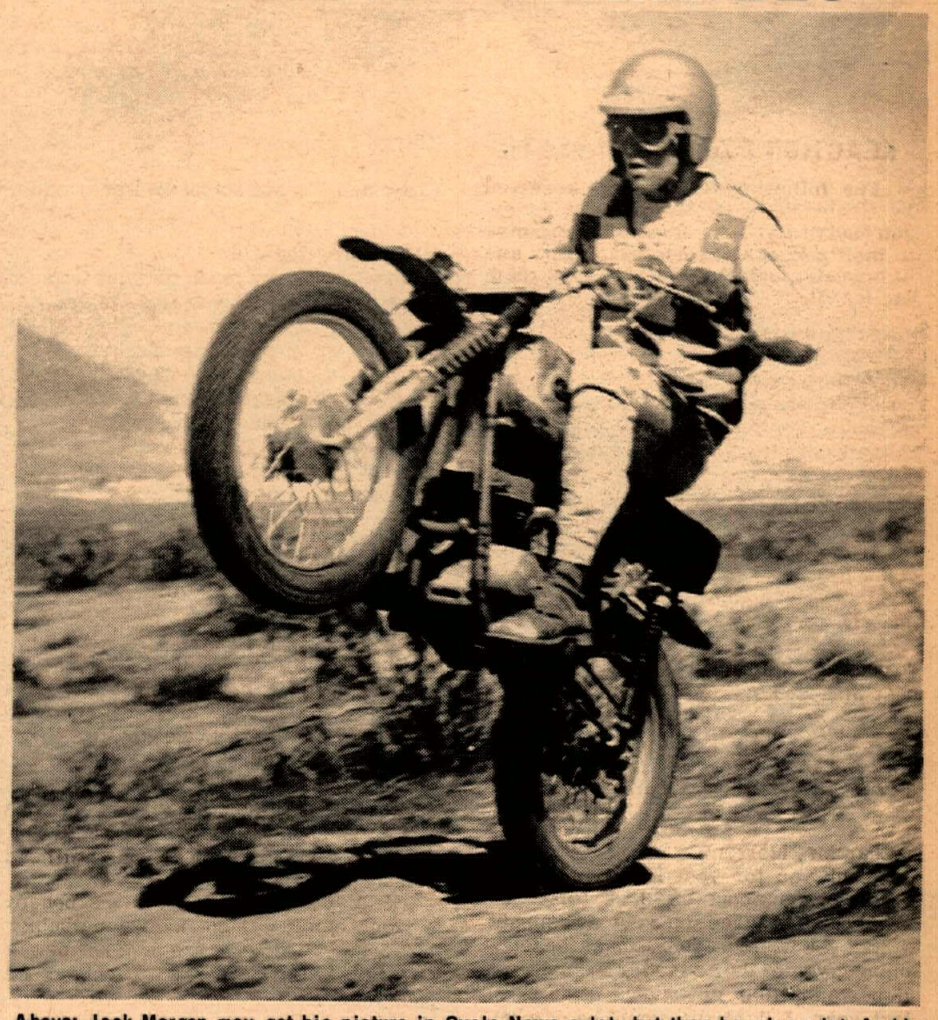
"I stayed right behind him until the course made a quick left turn that Scott didn't make, and he center-punched a big bush. Gaitz and I dueled it out until I was able to pass him clean on a two-rut trail and take the lead, and just then four riders jumped off the fire road to the right and took off in front of us. I was able to pass all four of them just before the first check to retake the lead; (they moved over for us as they knew that they weren't supposed to be there.) Gaitz stayed right behind me until we came to the long, steep downhill they call Jack Rabbit Hill. I started down in low gear, then took off in second halfway down, trying to shake off Gaitz."

Smith came into the pits after that first loop with a good, long lead. Motocross star Gunner Lindstrom from Sweden was getting some practice and was running second, although he was not entered. Mike Patrick, #7 on the Norton, was starting to move up and was running fourth, and Amateur Steve Staats, #95 on a 360 Bultaco, who had come through the smoke bomb with that Taco really turned on, had now moved up to sixth. Big John Gaitz, perhaps upset about the riders cutting the course from the fire road into the leading positions, pulled in after a couple of laps.

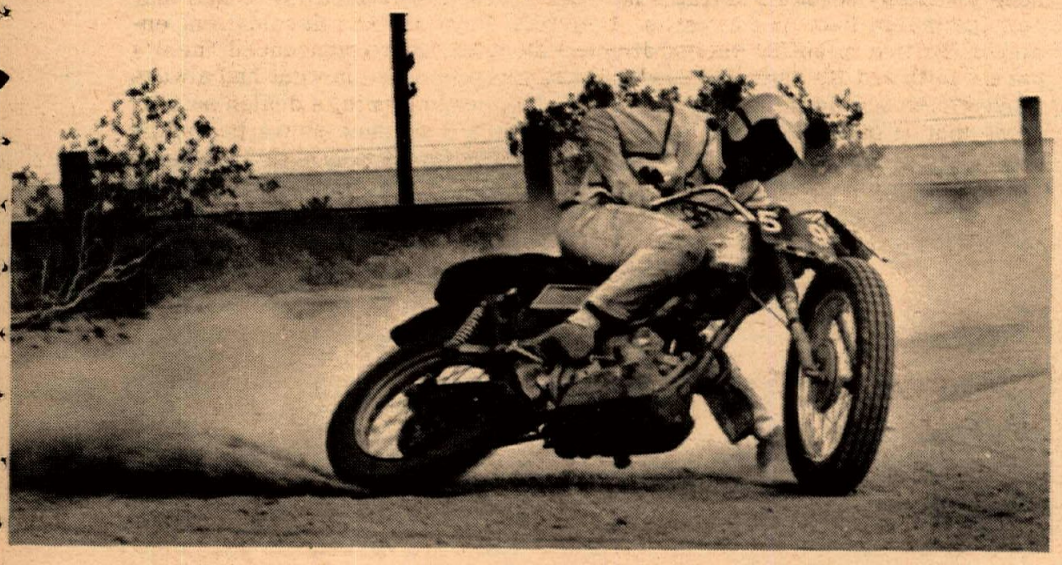
The course, in general, was a "rider's course," with rough, up-and-down hills and very few rocks. There was a good variety of sandwashes, hills, a couple of jeep roads, and open boondocks for passing. The lead positions didn't change much the next two loops, and on the final go-around Smith vaoomed into the finish on the Lamoreaux-tuned Triumph, with a three-minute lead. Patrick had worked his way up to a solid second, and the hard-riding Amateur Steve Staats pulled in third to take first 500cc Class. Staats, incidentally, is now the top amateur rider. Randy Burak, #796, pulled in fifth and took first Novice. Russ Darnell (#727x), a top Moto-Cross rider, came out to the desert and picked up sixth overall and first 250 Expert on his Greeves Challenger. He probably could have done better, but he had to ride the last three loops with a broken clutch cable.

Ron Fry, #6 on a 360 Husky, pulled in eighth and took first 500 Expert. Ron really looked good on those whooptydoos; he just picked up the front wheel and cleared everything. Another Irishman Bill Reagan #67x, took first 250cc Amateur and seventeenth overall.

After the race, everyone in the pits was talking about the cheating done by cutting the course and using a fire road instead of the marked trail. This could very well ruin the sport, because the young riders see the old pros do it, and think it's OK. Although it should be noted that no course-cutter has ever won a desert race. Pretty soon everyone starts cutting the course to the first check and that will be the end of it. Let's hope the Jack Rabbits M.C. got a list of the riders who used the forbidden fire road and disqualifies them as they should.



Above: Jack Morgan may get his picture in Cycle News a lot, but then he wins a lot. And he always looks good in front of the camera. Below: No. 2 Jack Froelich (Bul) and Earl Penny dice it out... 100cc vs 250cc.



Above: All crossed up in a beautiful slide, young Gene Smith shows the style he won the Jackrabbits run with. Below, Smith seems to have started a fad for putting pompons on helmets, as this trail class rider has one too.

## Trail Bike Duel

Anderson, Morgan continue trail bikes..v

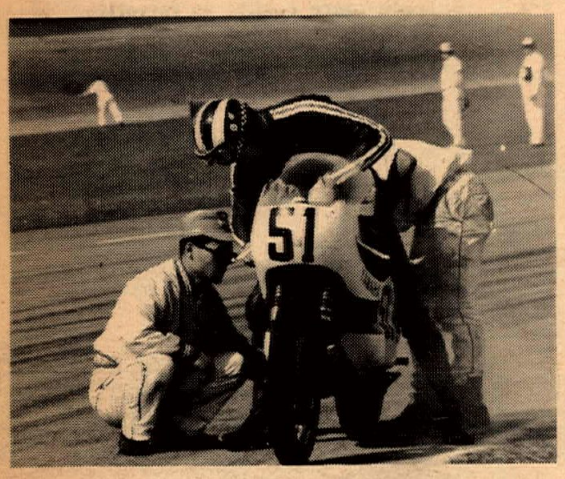
The trail bikes were started fifteen minutes after the big ones and went three loops on the same course. It was a good banner start, and Wes Anderson Jr., #4 on a Hodaka, grabbed the lead at the smoke bomb, followed by Jack Morgan (#1), also on a Hodaka, and Dean Goldsmith, #39 on a Zundapp. Anderson ran into some trouble and Morgan and Goldsmith passed him. These two battled the entire first loop and were side by side going down the steep hill, each trying to get away from the other rider; Goldsmith finally led it into the pits by barely twenty feet.

On the second loop, Goldsmith hit a couple of the whoopty-doos a little too fast and lost it – he bruised his left shoulder, but continued. Morgan took over the lead and went on to win it with a four-minute advantage. Goldsmith pulled in second after having a wheel-to-wheel duel with Eric Jensen, #7 on a Hodaka, who took third. Cleve Thomas, #12, took fourth and Chuck Purcell, #94 on a Hodaka placed fifth overall and was first Novice in after a good, fast ride.

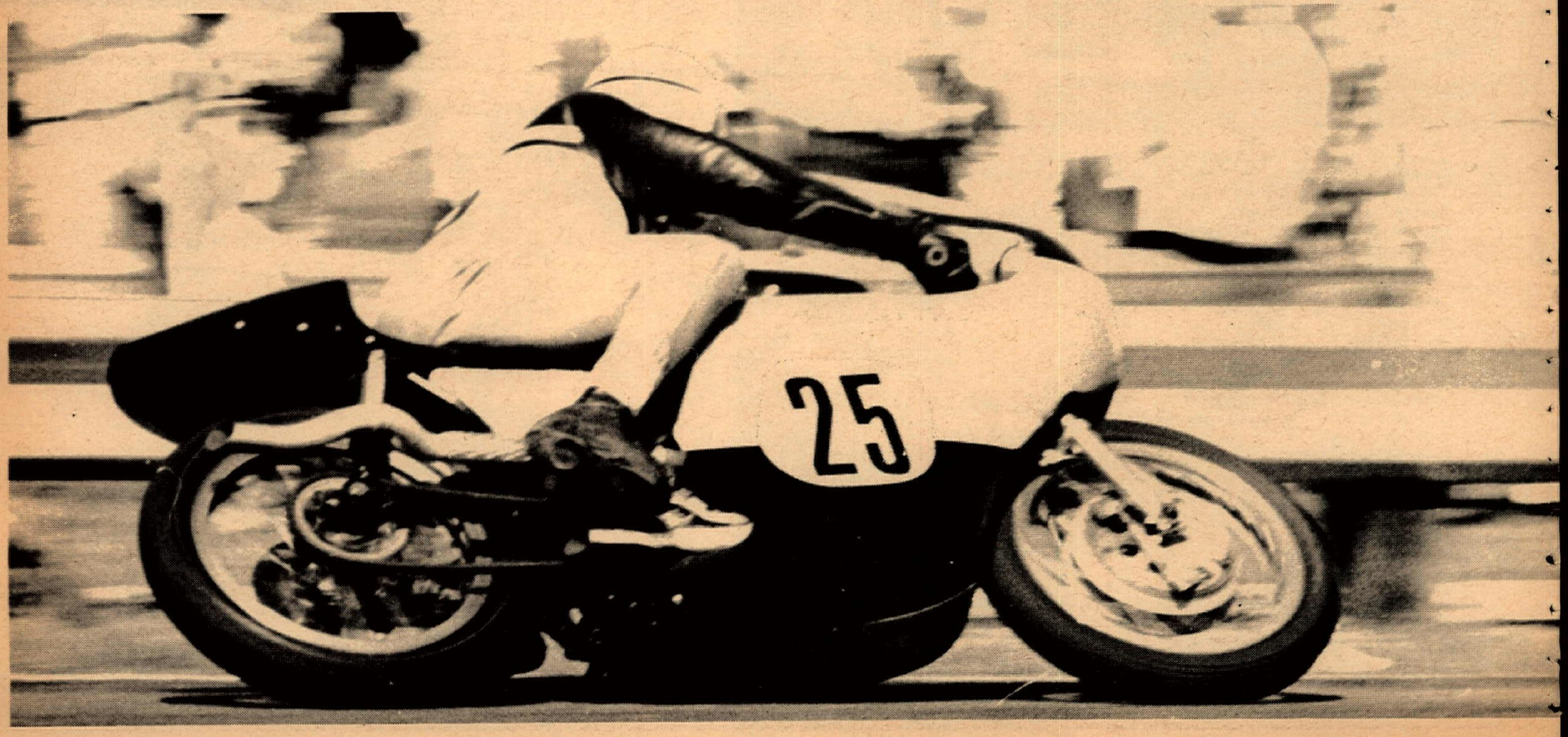
(Results on page 20)

# DAYTONA!

Photos by Ben Hall and Chuck Clayton



Above: Cal Rayborn (25) is six laps ahead of World 250cc Champion Phil Read as this picture was taken. Left: Read's 5-lap pit stop during which a cable to the right carb was replaced. Below: The new 200 mile Champion at speed— Cal Rayborn on his flying H-D flathead.



**The New Image .... (Continued from page 4)**

C rules. Bill Lyons' 27-inch double-overhead cam Honda banged out a new record winning the race and $650 prize with zero help from the Honda brass, but a lot of thinkpower from Precision Machining (address on request).

And Yvon DuHamel of Montreal is not a member of the factory team, yet he beat them all to win the lightweight classic. With Canada's Yamaha distributor Trevor Deeley on his side, DuHamel is not without sponsorship, yet score his win as one more for the individual, as opposed to the uniformed racer. Yvon underscored the point the next day by taking second in the 200-miler riding a 350 Yamaha there for the first time. So dealers, take heart... when a customer comes into your store and says he wants a machine like won them races, tell him you got it... complete with headlights, horn and passenger pegs. Varoom! (Or buzz-buzz, as the case may be).

No, the most important part in winning races is played by what Dick O'Brien calls "the connection between the seat and the handlebars."

In this year's Daytona, there were a variety of new connections employed. Yamaha imported world champion Phil Read to head a short list of International Grand Prix winners which included Canadian Mike Duff and Japanese Mitsuo Ito.

The European stylists fared about as well at Daytona as our best racers would do at the Isle of Man. They raced well and placed well, all things considered. However, I hope that if ever our champions go to Europe to race and are beaten, they will not go on as Mr. Read did, about the rules and the course, which are the same for all competitors, regardless of their accents.

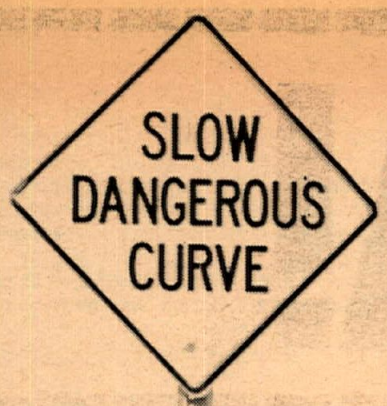
## Countdown – The 200-Mile Championship

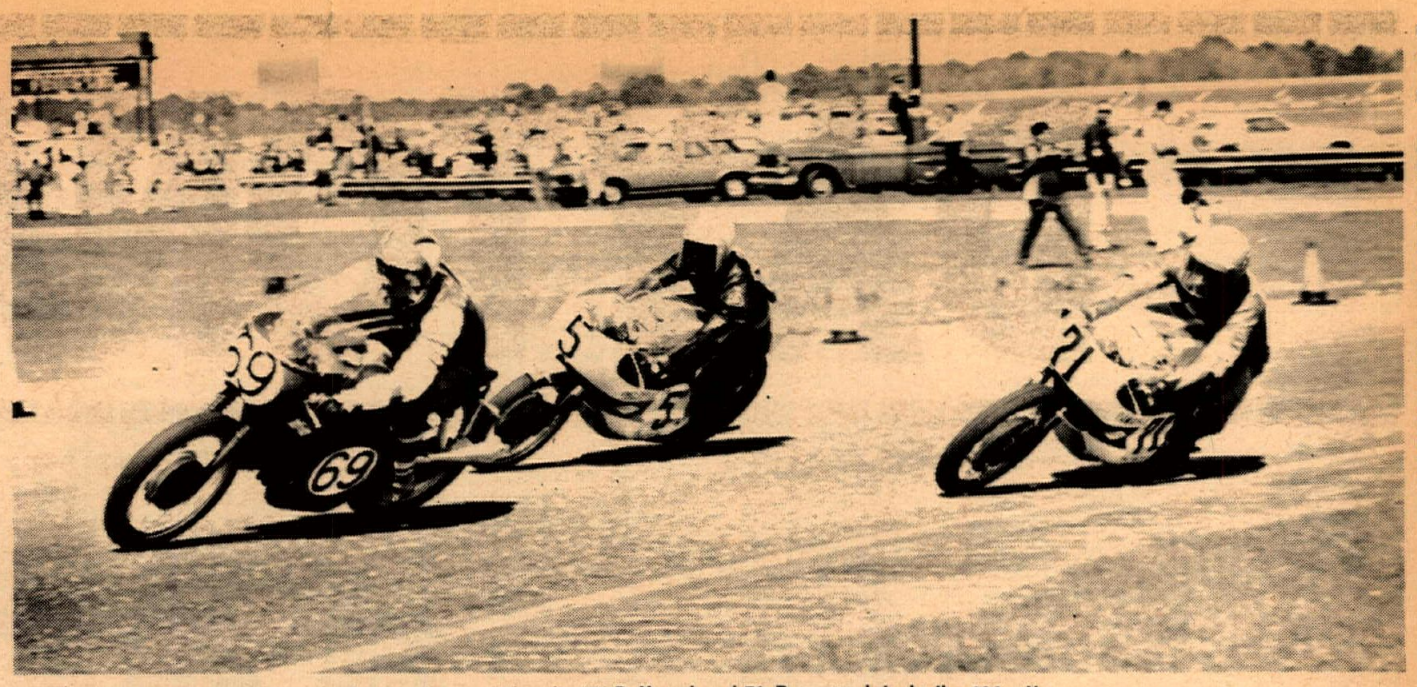
Six Harley-Davidsons, slick as bullets, shot to the front of the thundering, buzzing big bike pack. But 200 miles is the longest road race in the U.S. and in the end, only two were left. One, Cal Rayborn in command, went into orbit and stayed there, a lap ahead of the pack. The race was for second as lap after lap Fred Nix (H-D) and DuHamel and Read (Yamahas) sped side by side and nose to tail through the turns and down the front straightaway. On banked turns Nix pulled away but the Yamahas reeled him in through the switchbacks. Then Nix was out and Art Baumann, a first year Expert, got into the battle. Read stopped for gas and lost five laps in a pit stop that was described as looking like a Chinese fire drill.

Meantime "Hairy Jack" McNairy was putting his Harley solid in 4th spot and Dick Hammer was working steadily up to 7th place, only to be disqualified for switching bikes. But Hammer proved that his head injury and divorce have not slowed him down any. Ron Grant on the lashed-up Suzuki earned a good fifth finish and Mitsuo Ito moved up to ninth on the same brand. So there were four two-strokes in the first ten of a record breaking race. Former champion Buddy Elmore brought the first Triumph in. Gary Nixon, after a 5-second pit stop, ran out of gas near the end and pushed to the pits. He went out again, but failed to finish owing to "electrical problems."

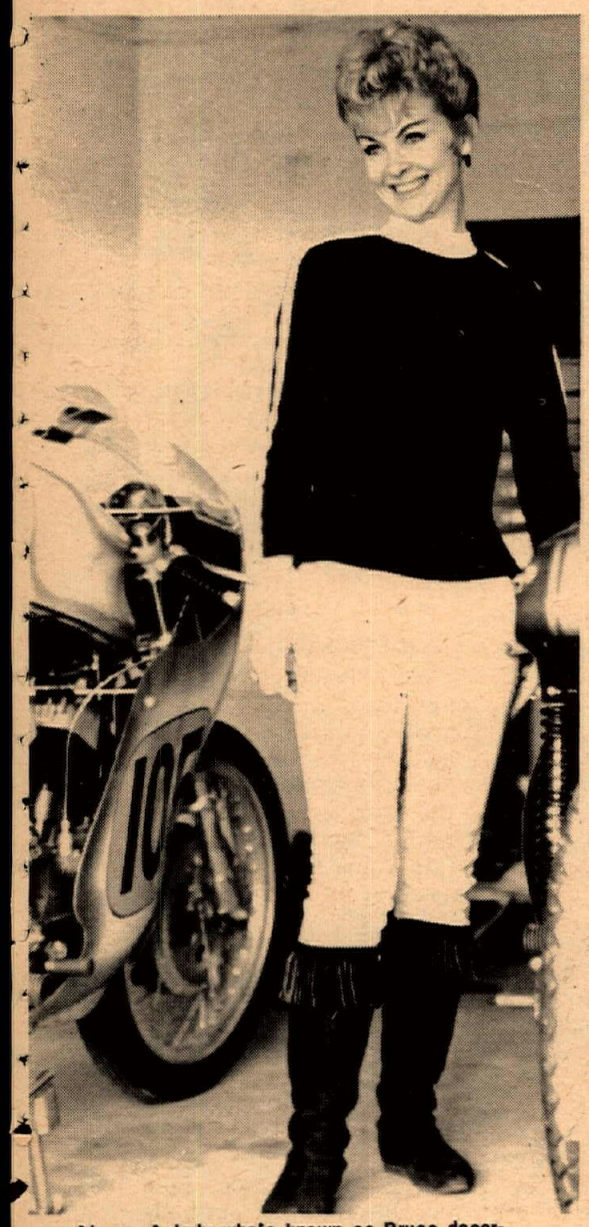
CYCLE magazine editor Gordon Jennings qualified for the 250cc race but decided not to start. The rain which brought the checkered flag out halfway through the 250cc race seemed to slow the Europeans as much as it did the Americans and DuHamel. Gary Nixon got off hard in turn one shortly after the drops began to fall, but the spring in his step and the half-grin on his face as he walked briskly back to his pit was in high contrast to the bruises which he must have borne under his blackened leathers.

Whoops! It looks like I've run out of space for this issue. So tune in next week for more Daytona news, including the best show of all— the Daytona short track races.



Don Myers of Honey Brook, Pa. is about to be overtaken by (5) DuHamel and 71 Baumann late in the 200 miler.



Above: A lady who's known as Bruce decorated the Harley-Davidson garages. Below: Action in the 78 mile novice race.

RESULTS OF 100 MILE AMATEUR RACE
FRIDAY, MARCH 15, 1968. (3.81 course)

| Pos. | No. | Rider and Home | Machine | Laps |
|---|---|---|---|---|
| 1 | 82 | Bill Lyons, San Francisco, Calif. | Honda | 27 |
| 2 | 99 | Ray Hempstead, St. Petersburg,Fla. | BSA | 27 |
| 3 | 86 | Art Hindi, Kansas City, Mo. | H-D | 27 |
| 4 | 2 | Larry Darr, Mansfield, Ohio | H-D | 27 |
| 5 | 72 | James Anzalone, Arlington, Mass. | Triumph | 27 |
| 6 | 55 | Richard Neb, Belleville, Ill. | H-D | 26 |
| 7 | 13 | Gordon Razee, No.Kingstown, R.I. | Triumph | 26 |
| 8 | 40 | Jim Ashmore, Newhall, Calif. | H-D | 26 |
| 9 | 121 | Dave Smith, Lakewood, Calif. | Yamaha | 26 |
| 10 | 75 | Lee Patterson, Fresno, Calif. | H-D | 26 |
| 11 | 68 | Larry Koup, Oberlin, Steelton,Pa. | BSA | 26 |
| 12 | 12 | Mike Anderson, Freeport, Ill. | Matchless | 26 |
| 13 | 39 | Lee Roy Terry, San Antonio, Tex. | H-D | 26 |
| 14 | 53 | David Bloom, Ann Arbor, Mich. | Triumph | 26 |
| 15 | 46 | Larry Peterson, New Windsor, Ill. | H-D | 26 |
| 16 | 105 | Don Chason, Stuart, Fla. | H-D | 26 |
| 17 | 63 | Donald Handkins, Stuart, Fla. | H-D | 25 |
| 18 | 56 | Larry Roberts, Indianapolis, Ind. | H-D | 25 |
| 19 | 79 | Nishan Baronian, Philadelphia, Pa. | BSA | 25 |
| 20 | 36 | Jack Jordan, Vero Beach, Fla. | Triumph | 25 |
| 21 | 52 | Karl Seghtol, Accokeek, Md. | Triumph | 24 |
| 22 | 109 | Elvis Nicholson, Dexter, Mich. | H-D | 25 |
| 23 | 74 | David Ingram, Hammond, Ind. | H-D | 25 |
| 24 | 8 | Paul Rehmert, Palastine, Ohio | Triumph | 25 |
| 25 | 96 | Donald Hodge, Victor, N. Y. | Triumph | 24 |
| 26 | 92 | R. G. Wakefield, Indianapolis | Kawasaki | 24 |
| 27 | 38 | Ronald Muir, Dowell, Ill. | Norton | 23 |
| 28 | 62 | Alyn Carlson, Upper Darby, Pa. | H-D | 23 |
| 29 | 43 | John Klaus, Houston, Texas | Honda | 23 |
| 30 | 82 | Dan Shoemaker, Cocoa Beach, Fla. | Honda | 23 |
| 31 | 94 | Kurt Fischer, Watertown, Mass. | Vincent | 23 |
| 32 | 11 | Delbert Busche, Ft. Wayne, Ind. | BSA | 23 |
| 33 | 42 | James Roark, Lynn, Ind. | Triumph | 23 |
| 34 | 103 | George Rockett, Philadelphia, Pa. | Norton | 22 |
| 35 | 46 | Cecil Campbell, Ft. Pierce,Fla. | Triumph | 22 |
| 36 | 70 | Oliver Voorhees, Medford, N. Y. | Triumph | 22 |
| 37 | 64 | Charles Tokarski, Laurel, Md. | Triumph | 22 |
| 38 | 78 | Stan Friduss, Ft. Lauderdale,Fla. | Norton | 21 |
| 39 | 69 | Thomas Sisson, Morristown, Tenn. | H-D | 20 |
| 40 | 59 | Paul Furlong, Trenton, N. J. | BSA | 20 |
| 41 | 14 | Donald Pepin,Nashua, N. H. | Triumph | 20 |
| 42 | 98 | Anthony Goffredo, West Paterson | Triumph | 20 |
| 43 | 9 | James Adams, Lincoln, Neb. | Triumph | 20 |
| 44 | 93 | Max Van Rees, Des Moines, Ia. | Triumph | 19 |
| 45 | 34 | William Cronin, Massillon, Ohio | Triumph | 18 |
| 46 | 6 | George Russell, Owings Mills, Md. | Triumph | 18 |
| 47 | 108 | Frank Camilleri, Chewea, Me. | Ducati | 18 |
| 48 | 79 | Gary Hilgenberg, Ames, Iowa | Triumph | 18 |
| 49 | 19 | William Halweg, Laurel, Md. | Triumph | 15 |
| 50 | 26 | Dave Atherton, White Pigeon,Mich. | H-D | 14 |
| 51 | 51 | George Singler, Naples, Fla. | Triumph | 14 |
| 52 | 61 | Kenneth Brunswick, Greenville,O. | Triumph | 14 |
| 53 | 20 | Tom Rockwood, Gardena, Calif. | Matchless | 12 |
| 54 | 95 | Mike Winci, Kansas City, Kan. | BSA | 11 |
| 55 | 37 | Frank Fudala, Hickory Hills,Ill. | H-D | 11 |
| 56 | 32 | Mike Sponseller, Phoenix, Ad. | Triumph | 10 |
| 57 | 57 | Robert Annechariqo, Allentown,Pa. | Honda | 9 |
| 58 | 24 | Robert Perry, Kilgore, Tex. | BSA | 9 |
| 59 | 7 | Vernon Kehoss, Wauwatosa, Wisc. | Suzuki | 9 |
| 60 | 41 | Henry Hanje, Waterloo, Ont. | Triumph | 8 |
| 61 | 89 | Art Bernheisel, San Mateo, Cal. | H-D | 8 |
| 62 | 106 | Donald Pagan, Wheeling, W. Va. | H-D | 7 |
| 63 | 45 | Edward Williams, Manville, N. J. | BSA | 7 |
| 64 | 31 | George Adamec, Jacksonville, Fla. | H-D | 6 |
| 65 | 111 | John Potter Tenafly, N. J. | Matchless | 5 |
| 66 | 18 | Donald Loftus, Des Moines, Ia. | Suzuki | 5 |
| 67 | 10 | Richard Angstadt, Kenmore, N.Y. | BSA | 6 |
| 68 | 101 | Gerald Howerton, San Diego, Cal. | Matchless | 5 |
| 69 | 3 | Howard Utsey, Sherman Oaks, Cal. | Triumph | 5 |
| 70 | 22 | Alton Story, Athens, Ohio | H-D | 4 |
| 71 | 60 | Virgil Davenport, Irving, Tex. | Triumph | 4 |
| 72 | 17 | Lewis Evans, St. Louis, Mo. | Triumph | 3 |
| 73 | 15 | Dick Sears, Bladensburg, Md. | Triumph | 3 |
| 74 | 44 | Thomas Farley, Quincy, Mass. | BSA | 2 |
| 75 | 104 | Douglas Parrish, St. Louis, Mo. | H-D | 2 |
| 76 | 87 | James Kersting, N.Judson, Ind. | Kawasaki | 2 |
| 77 | 73 | Richard LaPorte, Newberry, N. H. | Triumph | 2 |
| 78 | 16 | John Porter, Kensington, Md. | H-D | 1 |
| 79 | 71 | John Lysight, Tracy, Can. | Triumph | 1 |
| 80 | 54 | Robert McElwain, Fullerton, Cal. | Honda | 1 |
| 81 | 30 | Jim King, Paterson, N. J. | H-D | 1 |
| 82 | 21 | Miles Eklund, Sioux Falls, S. D. | H-D | 1 |

Time of Race: 1 hour, 4 minutes, 43.71 seconds.
Speed: (New Record - 94.140 mph)

RESULTS OF THE AMA 250cc Motorcycle race at the Daytona Speedway on Saturday, March 16, 1968.

| Pos. | No. | Driver and Home | Machine | Laps |
|---|---|---|---|---|
| 1 | 5 | Yvon DuHamel, Montreal, Can. | Yamaha | 15 |
| 2 | 21 | Roberts Winters, Pt. Smith, Ark. | Yamaha | 15 |
| 3 | 51 | Phil Read, Los Angeles, Calif. | Yamaha | 15 |
| 4 | 34 | Dick Nowell, So. El Monte, Calif. | Yamaha | 15 |
| 5 | 197 | Ron Pierce, Bakersfield, Calif. | Yamaha | 15 |
| 6 | 61 | Ron Grant, Brisbane, Calif. | Suzuki | 15 |
| 7 | 22 | Jess Thomas, New York, N. Y. | Kawasaki | 15 |
| 8 | 199 | Ray Hempstead, St. Petersburg, Fla. | Yamaha | 15 |
| 9 | 193 | Frank Camillieri, Chelsea, Mass. | Yamaha | 15 |
| 10 | 99 | Walter Pulton III, Orange, Calif. | Kawasaki | 14 |
| 11 | 111 | Don Vesco, San Diego, Calif. | Yamaha | 14 |
| 12 | 78 | Buddy Elmore, El Paso, Texas | Yamaha | 14 |
| 13 | 68 | James Varnes, Vincentown, N. J. | Yamaha | 14 |
| 14 | 131 | Peter Williams, Provo, Utah | Yamaha | 14 |
| 15 | 138 | Ronald Muir, Dowell, Ill. | Suzuki | 14 |
| 16 | 15 | Ralph White, Torrence, Calif. | Kawasaki | 14 |
| 17 | 119 | David Sullivan, New York, N. Y. | Yamaha | 14 |
| 18 | 139 | Jim Anderson, Arlington, Texas | Yamaha | 14 |
| 19 | 172 | James Anzalone, Arlington, Mass. | Benelli | 14 |
| 20 | 88 | Perry Caudle, Jacksonville, Fla. | Yamaha | 14 |
| 21 | 103 | George Rockett, Philadelphia, Pa. | Yamaha | 14 |
| 22 | 7 | Rod Pink, Dobbs Ferry, N. Y. | H-D | 14 |
| 23 | 87 | Larry Beall, Abilene, Tex. | Kawasaki | 14 |
| 24 | 47 | Darrell Dovel, Waukeegan, Ill. | Kawasaki | 14 |
| 25 | 70 | Lonnie Waldo, Columbus, Ohio | Yamaha | 14 |
| 26 | 176 | John Porter, Kensington, Md. | Yamaha | 14 |
| 27 | 71 | Art Baumann, San Francisco, Cal. | Yamaha | 13 |
| 28 | 121 | Miles Eklund, Sioux Falls, S. D. | Yamaha | 13 |
| 29 | 173 | Richard LaPorte, Newbury, N. H. | Yamaha | 13 |
| 30 | 160 | Lucien Lamoureux, Jberville, Can. | Yamaha | 13 |
| 31 | 94 | William Werner, Bethlehem, Pa. | H-D | 13 |
| 32 | 141 | Dwaine Williams, So. Miami Hgts,Fla. | Yamaha | 13 |
| 33 | 112 | R. G. Wakefield, Indianapolis, Ind. | Kawasaki | 13 |
| 34 | 164 | John Allen, Toronto, Can. | Suzuki | 13 |
| 35 | 52 | Ronnie Rall, Mansfield, Ohio | Suzuki | 13 |
| 36 | 187 | James Kersting, No. Judson, Ind. | Kawasaki | 13 |
| 37 | 64 | William Lloyd, Langley Park, Md. | Suzuki | 13 |
| 38 | 179 | Dan Thomas, Middletown, Ohio | Yamaha | 13 |
| 39 | 149 | William Ciszewski, Milwaukee, Wis. | Suzuki | 13 |
| 40 | 28 | Mike Duff, Toronto, Can. | Yamaha | 12 |
| 41 | 1 | Gary Nixon, Baltimore, Md. | Yamaha | 12 |
| 42 | 102 | Rod Gould, Banbury, England | Kawasaki | 12 |
| 43 | 89 | Tom Bowersox, So. Bend, Ind. | Yamaha | 12 |
| 44 | 25 | Calvin Rayborn, Spring Valley, Cal. | Suzuki | 12 |
| 45 | 127 | Bob Greenrose, Louisville, Ky. | Yamaha | 12 |
| 46 | 93 | Willard Root, Williamston, Mich. | H-D | 12 |
| 47 | 31 | Don Twigg, Hagerstown, Md. | Yamaha | 11 |
| 48 | 180 | Cyron Hagerski, Cleveland, Ohio | H-D | 11 |
| 49 | 92 | Don Droud, Lincoln, Neb. | H-D | 11 |
| 50 | 113 | Tim Coopey, Coquitlan, Can. | Yamaha | 10 |
| 51 | 118 | Andreas Georgeades, Brampton, Can. | Yamaha | 10 |
| 52 | 137 | Frank Fudala, Hickory Falls, Ill. | Honda | 10 |
| 53 | 198 | George Wills, Chicago, Ill. | Yamaha | 10 |
| 54 | 144 | Benny Hardwick, Sherman, Tex. | Yamaha | 10 |
| 55 | 13 | Jeffery Sperry, Tucson, Ariz. | Yamaha | 9 |
| 56 | 8 | Larry Schafer, Hyattsville, Md. | Yamaha | 9 |
| 57 | 42 | Dennis Schonfeldt, Houston, Tex. | Yamaha | 9 |
| 58 | 117 | William Canfield, Albuquerque, N. M. | Suzuki | 9 |
| 59 | 11 | Jim McMurren, Nestor, Calif. | Suzuki | 7 |
| 60 | 73 | William Hogge, Newport News, Va. | H-D | 7 |
| 61 | 33 | James Dour, Berkeley, Calif. | Kawasaki | 6 |
| 62 | 17 | James Skinner, Auburn, Ala. | Benelli | 6 |
| 63 | 9 | Clyde Litch, Long Beach, Calif. | Honda | 6 |
| 64 | 114 | Donald Pepin, Nashua, N. H. | Yamaha | 4 |
| 65 | 167 | Gene Lorge, Mobile, Ala. | Honda | 3 |
| 66 | 22 | Skip Van Leeuwen, Hollywood, Calif. | Yamaha | 3 |
| 67 | 122 | Larry Darr, Mansfield, Ohio | Suzuki | 2 |
| 68 | 116 | John Apple, Imperial Beach, Calif. | Suzuki | 1 |
| 69 | 16 | Dick Hammer, South Gate, Calif. | Suzuki | 1 |
| 70 | 20 | Gene Romero, San Louis Obispo, Cal. | Suzuki | DNS |
| 71 | 133 | Roberto Gallina, LaSpezia, Italy | Benelli | DNS |
| 72 | 2 | Dick Mann, Schnectady, N. Y. | Ossa | DNS |
| 73 | 107 | Vernon Kehoss, Wauwatosa, Wis. | Suzuki | DNS |
| 74 | 124 | James Fore, Evansville, Ind. | Suzuki | DNS |
| 75 | 129 | Mitsuo Itoh, Santa Fe Springs, Cal. | Suzuki | DNS |
| 76 | 19 | Ray Little, Atlanta, Ga. | Kawasaki | DNS |
| 77 | 14 | Gordon Jennings, Sea Cliff, N. Y. | Yamaha | DNS |

Time: 34 minutes, 46 seconds. Speed: 96.253 miles per hour.

Race halted after 57.15 miles (15 laps) because of rain and hi winds at the discretion of AMA officials as defined in the 196 AMA rule book.

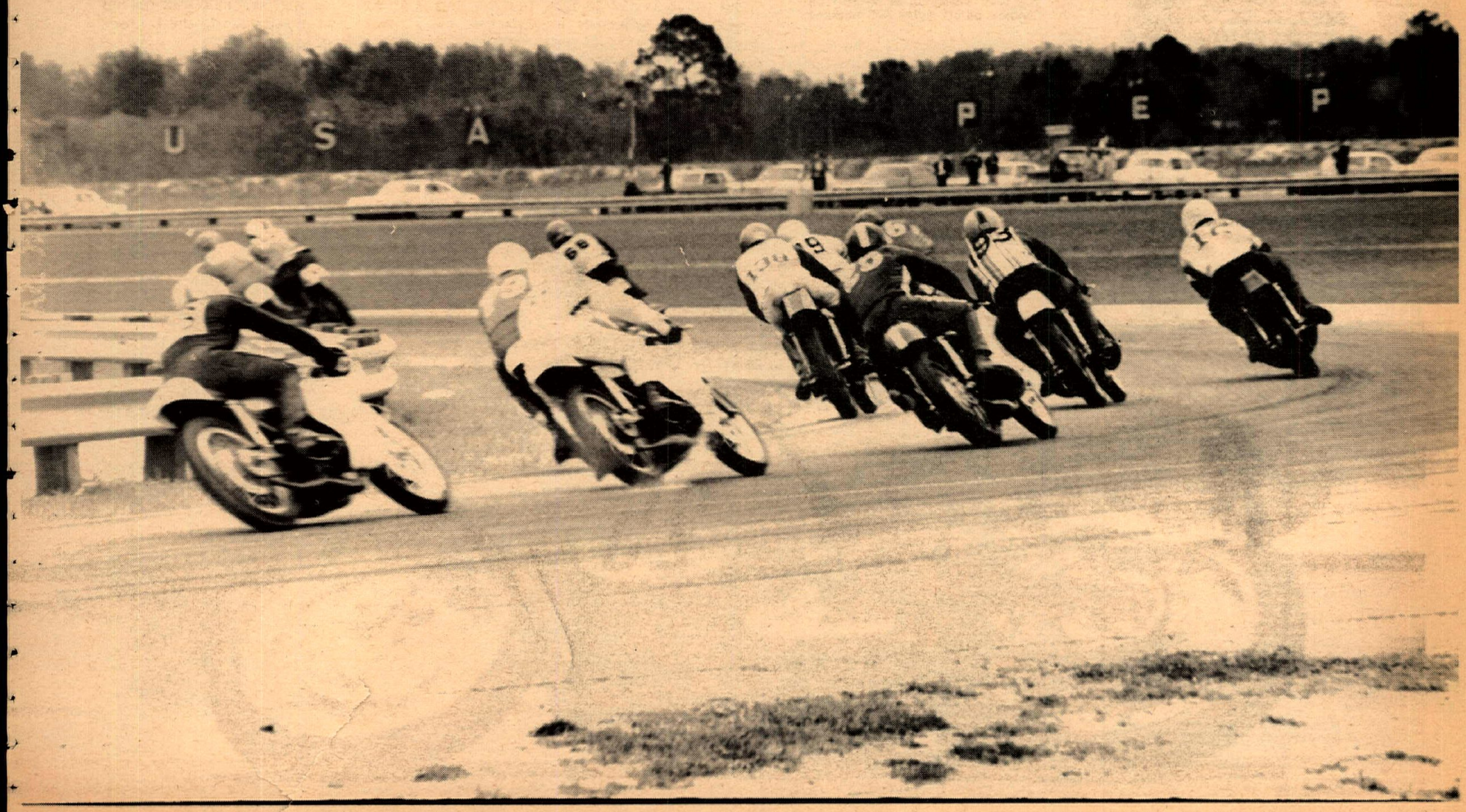
## *Cycle Races Rated Financial Success*

**Motor sports observers rated the 1968 Daytona 200 and the preliminary Handlebar Derby events as financially the most successful since the races began here in 1937.**

**A crowd estimated at 17,500 paid $5 per head to attend the Daytona 200 on a beautiful Sunday afternoon. It was estimated 10,200 paid fans attended the Friday-Saturday races at the speedway. In addition, more than 10,000 paid fans attended the speedway sponsored short track races Friday-Saturday nights at municipal Memorial Stadium.**

**The Daytona 200 motorcycle crowd was larger than attendance for the 24 Hours of Dayton or for the ARCA 300 mile stock car race run by the speedway in February. The Daytona 24 promotion is also much more costly, as factories as well as 'name' drivers demand substantial sums before they will race. The speedway purses for the Daytona 24 and the ARCA 300 are also bigger.**

**Speedway figures reveal prize purses paid for the three days of races at the track totaled $18,750.**



# 102 MPH AVERAGE—Rayborn Laps The Field

Harley-Davidson, Yamaha and Honda came home the winners this year from the annual AMA Speedweek at famed and fast Daytona International Speedway.

H-D regained the winner's circle after a two-year shutout. Yamaha kept right on rolling and won the lightweight division honors for the fourth straight year. And a Honda, without aid or assistance, scored for the first time in Florida.

The 200-mile National was supposed to be a Harley-Davidson runaway. It was, but not of the size and magnitude that was predicted early in the week of speed.

Cal Rayborn added his name to the list of stars that have won the biggest road race of them all. He did it in grand style, lapping the entire field and turning in a near flawless ride on one of the seven Harley factory team entries.

Even with one spill early in the race, Rayborn still bombed the banks for a record breaking ride and an average speed of just under 102 mph! It now gives Cal three National road racing wins and H-D the National point lead after two events in '68.

The surprise of the 200 was the Yamaha 350's. They ran like bombs, even though giving more than twice the cc's away to the Harley team. The second time effort paid off with a second and third place finish and two of the choice three spots in the winner's circle.

The 53-lap grind found the Harley team grabbing off the front four places from the drop of the flag. Rayborn, Mert Lawwill, Fred Nix and Roger Reiman were the front running four that broke track records right from the opening lap. Rayborn was in and out of the lead and the first five rounds but took over for good on lap six and raced to history.

The first half of the race was all Harley with Yamaha playing catch-up although due to a series of dropouts and mechanical failures defending champ Gary Nixon did manage to move into second place briefly for three laps before making a gas stop and then later dropping out of the race entirely.

By the end of the 43rd circuit Rayborn had lapped the entire field and there were still ten laps to go. England's Phil Read supplied the crowd with late lap action by overtaking and passing Rayborn not once but three times as the two riders chose to duel each other – although Read was many laps behind due to a pit stop for gas that found the engine unable to restart for an extended amount of time.

It was a big day for Californians as they grabbed off five of the top ten finish spots. This also gives the Western riders a bundle of National points and a head start for the yet-young season.

### Amateur 100-Miler

California sent new road racer Bill Lyons into the win circle on the privately entered Honda 450. It was to be another record-breaking ride and an easy run for the 25-year-old mechanic from San Francisco.

Lyons was off like a shot for the third row starting position and was never in serious danger of losing the lead and the win. He now joins Walt Fulton Jr. and Ken Ridder as the three who have built up an Amateur big bike win streak that may never be stopped.

Veteran Florida road racer Ray Hempstead rode into second on the east coast factory backed BSA that was formerly ridden by Jody Nicholas. Fast qualifier Art Ninci, H-D mounted from Kansas City, was a distant third.

The Honda ridden by Lyons, and sponsored by Precision Machine Co., is the same 450 that carried Art Baumann to two Amateur road race National wins in '67. It was one of only a total of five Honda's entered in the race.

Ninci broke the old one-lap track record set last year by Honda-mounted Jimmy Odom with Ninci getting the new mark up to 133-plus mph.

Hard luck Californian was Bob Mc Elvain. Pulling in from his time trial effort he was hit by a car in the pits and suffered a broken collarbone.

### The Combined 250cc Race

What was to be a three-way duel between Yamaha, Kawasaki and Suzuki in the annual 100-mile race for the 250's failed to materialize. Yamaha grabbed off all four of the heat race wins earlier in the day, then came storming back to take eleven of the first fourteen positions in the race that was stopped after only fifteen laps due to a typical Florida type cloudburst that called a sliding halt to the show.

The first eight laps found Gary Nixon, Mike Duff and Yvon DuHamel putting on a "picture" race with the three riding as one on every turn and every straightaway. The lead changed hands many, many times the first nine laps before Nixon dropped off the pace and left the two Canadians to battle it out.

The rains started shortly after and both Nixon and Duff fell off on the first turn leaving DuHamel way out in front as the water increased in flooding quantities.

The race then reverted to the new battle for second place between former winner Bob Winters and ex-World 250 champ, Phil Read. Surprisingly, Winters increased his margin as the rain became heavier and the Arkansas road runner was a solid second when the race was stopped. Four of the top eleven places went to California riders with Bakersfield's Ron Pierce easily the highest ranking Amateur in a well deserved fifth place finish on his self-sponsored Yamaha.

It was the first time in the history of the Speedway that a cycle race has been stopped due to rain but it was done with wisdom as many riders fell off during the last four laps–or after the rains came.

### The Novice 250 Race

This event was the closest duel from start to finish with a surprise win for H-D and the Sprint model 250. Veteran sportsman road racer Don Hollingsworth from Florida came from behind many times to go on for the win over Yamaha riding Dave Townsley from Louisiana. The two riders far outclassed the rest of the field and again it was a record breaking ride.

Hollingsworth comes from the racingest family in America. His father is an H-D dealer and Don and two other brothers have all been competing at Daytona many times in the past in the sportsmen and Novice races.

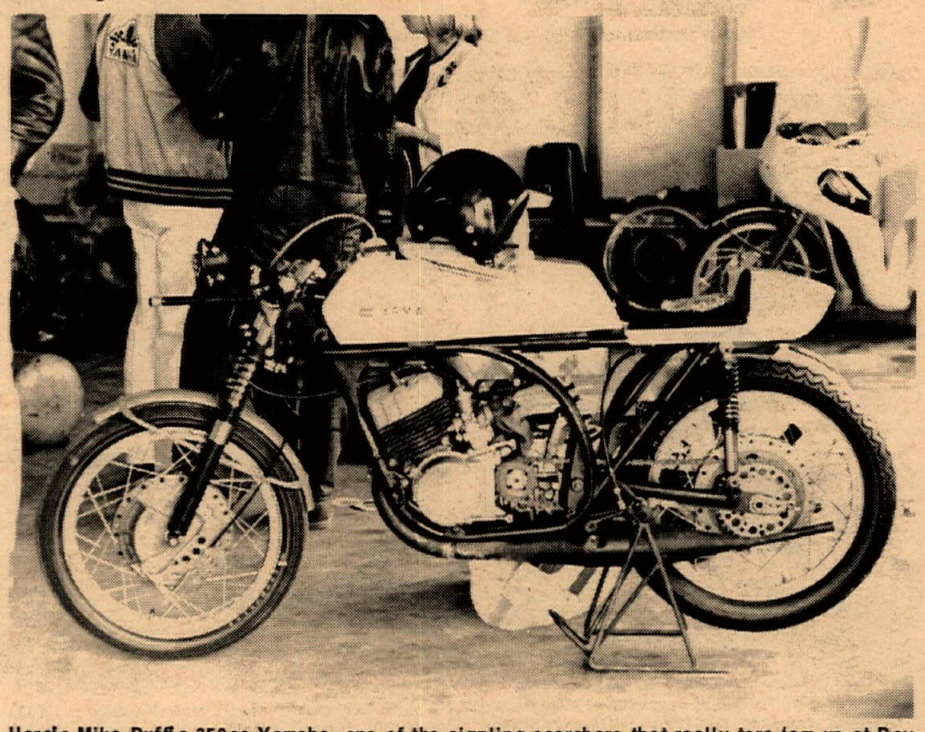
Townsley may have had the horsepower to win the race but Hollingworth just plain outrode his nearest competitor for the win in the 78-mile chase that is yearly made up of the future National champs.

Hollingsworth shattered the old record set back in '66 by Walt Fulton when the Californian rode a team Suzuki from last to first and a record that stood until last Saturday.

The entire week of racing and tuning was done under foul weather conditions until the final day on Sunday. The 200-miler was run with what was perhaps the best weather ever and the records proved it.

The largest crowd (17,500) to ever see a cycle race at Daytona was on hand for the 200.

(Results on page 20)



Here's Mike Duff's 350cc Yamaha, one of the sizzling scorchers that really tore 'em up at Daytona, going faster than two-strokes have ever gone at the famed Speedweek events.

Novice 78-mile champions assume 1-2-3 positions at the finish. From left, #87 Don Hollingsworth (H-D) who won and broke the track record by 3 mph, #121 David Townsley, 2nd on a Yamaha, and 3rd place #36 William Pew, also Yamaha.

RESULTS OF THE 78.70-MILE NOVICE CHAMPIONSHIP RACE RUN OVER THE 3.81 MILE INTERNATIONAL ROAD-TRACK COURSE AT DAYTONA INTERNATIONAL SPEEDWAY ON SATURDAY, MARCH 16, 1968 AT 1:00 PM

| POS | NO | RIDER & HOME | MACHINE | LAPS |
|---|---|---|---|---|
| 1 | 87 | Don Hollingsworth, St. Augustine, Fla. | Harley-Davidson | 21 |
| 2 | 121 | David Townsley, Metairie, La. | Yamaha | 21 |
| 3 | 36 | William Pew, Wayne Pa. | Yamaha | 21 |
| 4 | 149 | Duane Santee, Beloit, Ohio | Yamaha | 20 |
| 5 | 47 | Nick Weiss, Nashville, Tenn. | Yamaha | 20 |
| 6 | 140 | John Cooper, Niagara Falls, Ont., Can. | Harley-Davidson | 20 |
| 7 | 43 | Dennis Poneleit, Sarasota, Fla. | Harley-Davidson | 20 |
| 8 | 84 | Frank Beecher Wooding, Woods Hole, Mass. | Yamaha | 20 |
| 9 | 155 | Robert Lindsey, Pittsburgh, Pa. | Yamaha | 20 |
| 10 | 56 | William Hinson, Jacksonville, Fla. | Honda | 20 |
| 11 | 53 | Wade Killen, Milwaukee, Wisc. | Harley-DAvidson | 20 |
| 12 | 25 | Wendell Tisdale, Rogers, Ark. | Dacuti | 19 |
| 13 | 86 | Walter Finnegan, Gibsonia, Pa. | Bultaco | 19 |
| 14 | 94 | Harold Heitzman, Jr., Evansville, Ind. | Suzuki | 19 |
| 15 | 67 | Michael Kavanagh, Brampton, Ont., Can. | Greeves | 19 |
| 16 | 5 | Freddy Richie, Joliet, Ill | Harley-Davidson | 19 |
| 17 | 42 | Richard Machniak, Inkster, Mich | Yamaha | 19 |
| 18 | 10 | Graham James, Florence, Ala. | Yamaha | 19 |
| 19 | 50 | Joseph Blithe, Chester Pa. | Harley-Davidson | 19 |
| 20 | 13 | Larry Zuraff, Sioux Falls, SD | Bultaco | 19 |
| 21 | 9 | David Powell, Windsor, Ont. Can. | Yamaha | 19 |
| 22 | 142 | Terry Harwatt, Wheeling, W. Va. | Harley-Davidson | 19 |
| 23 | 156 | Robert Warzek, Cohoes, NY | Yamaha | 19 |
| 24 | 82 | Norris Hughes, Birmingham, Ala. | Harley-Davidson | 19 |
| 25 | 152 | Darrell Brown, Des Moines, Iowar | Suzuki | 19 |
| 26 | 23 | Jerry Bevel, Metairie, La. | Yamaha | 18 |
| 27 | 110 | Donald McCullough, Schenectady, NY | Bultaco | 18 |
| 28 | 128 | Thomas Eitel, West PalmBeach, Fla. | Honda | 18 |
| 29 | 44 | Arden Jensen, Jr. Miami, Fla. | Ducati | 18 |
| 30 | 40 | John Long, Miami Beach, Fla. | Ducati | 18 |
| 31 | 85 | James Allen, Toronto, Ont. Can. | Suzuki | 18 |
| 32 | 41 | Frank Dever, Nashville, Tenn. | Honda | 18 |
| 33 | 52 | Dave Brown, Sarasota, Fla. | Suzuki | 18 |
| 34 | 37 | Keith Billings, Waterloo Iowa | Yamaha | 18 |
| 35 | 101 | John Gregory, Kenosha, Wisc. | Ducati | 18 |
| 36 | 45 | John Schmidt, Elgin, Ill | Honda | 16 |
| 37 | 33 | Burns Wm. Moore, Syracuse, NY | Yamaha | 15 |
| 38 | 22 | Richard Cobb, Framingham, Mass | Harley-Davidson | 14 |
| 39 | 122 | James Dauk, Oxnard, Calif. | Harley-Davidson | 14 |
| 40 | 66 | Larry Yarbrough, Wintson Salem, NC | Harley-Davidson | 13 |
| 41 | 63 | John Burgund, Staten Island, NY | Ducati | 13 |
| 42 | 103 | Alex Mitchell, Jr. Huntsville, Ala. | Kawasaki | 12 |
| 43 | 65 | Dan Berry, Jr., St. Petersburg, Fla. | Kawasaki | 11 |
| 44 | 24 | R. Wendell Swegan, Warren, Ohio | Yamaha | 11 |
| 45 | 70 | Louis Russo, Miami, Fla. | Harley-Davidson | 11 |
| 46 | 139 | Billy Slocum, Dallas, Texas | Harley-Davidson | 9 |
| 47 | 148 | Bud Dougherty, Claymont, Del | Yamaha | 8 |
| 48 | 46 | Karmun King, St. Ann, Mo. | Harley-Davidson | 8 |
| 49 | 80 | Jerry Cheney, Sioux Falls, SD | Yamaha | 7 |
| 50 | 88 | Conrad Urbanowski, Hollywood, Fla. | Yamaha | 7 |
| 51 | 62 | Douglas Libby, Detroit, Mich. | Yamaha | 7 |
| 52 | 75 | Glenn Oakman, Colchester, Ill. | Kawasaki | 7 |
| 53 | 30 | John Barnack, Allston, Mass. | Yamaha | 6 |
| 54 | 19 | Charles M. Phillips, Anderson, Ind. | Harley-Davidson | 6 |
| 55 | 112 | Charles Seale, West Palm Beach, Fla. | Harley-Davidson | 6 |
| 565 | 29 | C. P. Neilson, New York, NY | Harley-Davidson | 6 |
| 57 | 27 | Dennis Rizzio, Mamaroneck, NY | Harley-Davidson | 6 |
| 58 | 125 | Thomas Christenson, Kenosha, Wisc. | Ducati | 6 |
| 59 | 107 | Richard Momper, Morris, Ill. | Harley-Davidson | 5 |
| 60 | 109 | Don Antilley, San Antonio, Texas | Kawasaki | 5 |
| 61 | 78 | Jerry Donohue, Staten Island, NY | Ducati | 5 |
| 62 | 11 | Dale Taylor, Lexington, Ky. | Kawasaki | 4 |
| 63 | 151 | Keith Mashburn, Santa Susana, Calif. | Kawasaki | 4 |
| 64 | 97 | Thomas Powell, Jacksonville, Fla. | Yamaha | 3 |
| 65 | 74 | James Buck, Augusta, Ga. | Harley-Davidson | 3 |
| 66 | 133 | Robert Schultz, Wharton, NJ | Honda | 3 |
| 67 | 76 | Dick Hollingsworth, St. Augustine, Fla. | Harley-Davidson | 3 |
| 68 | 71 | Ronald Kueper, Milwaukee, Wisc. | Suzuki | 3 |
| 69 | 18 | Tony Nicosia, Azusa, Calif. | Suzuki | 3 |
| 70 | 16 | John Nash, New Haven, Conn. | Yamaha | 2 |
| 71 | 118 | Richard Yoxtheimer, Mansfield, Ohio | Honda | 2 |
| 72 | 120 | Rusty Bradley, Dallas, Texas | Yamaha | 2 |
| 73 | 4 | Waldo Burdick, Jr., Elmire, NY | Harley-Davidson | 1 |
| 74 | 106 | Bobby Appleton, Nashville, Tenn. | Kawasaki | 1 |
| 75 | 153 | Boyd Uzzell, Sebring, Fla. | Honda | DNS |
| 76 | 115 | Robert E. Lee, Bedford, Texas | Yamaha | DNS |
| 77 | 134 | James Bowman, Delray Beach, Fla. | Kawasaki | DNS |
| 78 | 83 | Samuel Sisson, Morristown, Tenn. | Yamaha | DNS |
| 79 | 3 | John Skinner, Auburn, Ala. | Benelli | DNS |
| 80 | 154 | Steve Roszel, Griffith, Ind. | Yamaha | DNS |

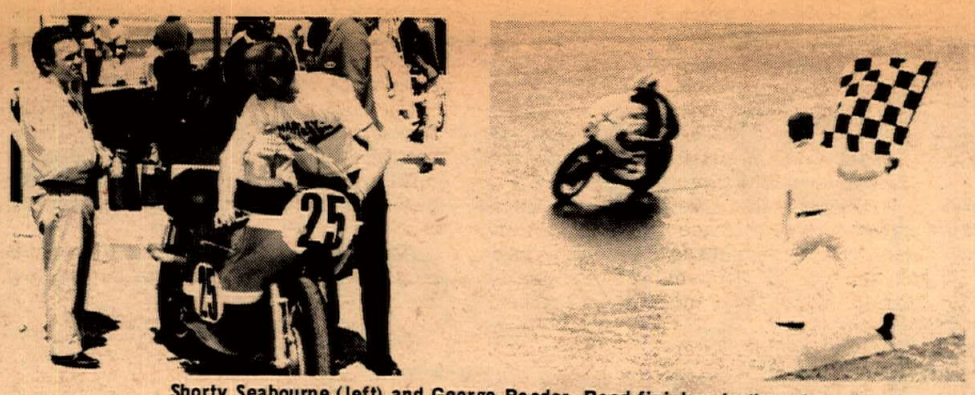
TIME OF RACE: 50 minutes, 47.047 seconds

DNS--Did Not Start

AVERAGE SPEED: 92.982 MPH NEW RECORD

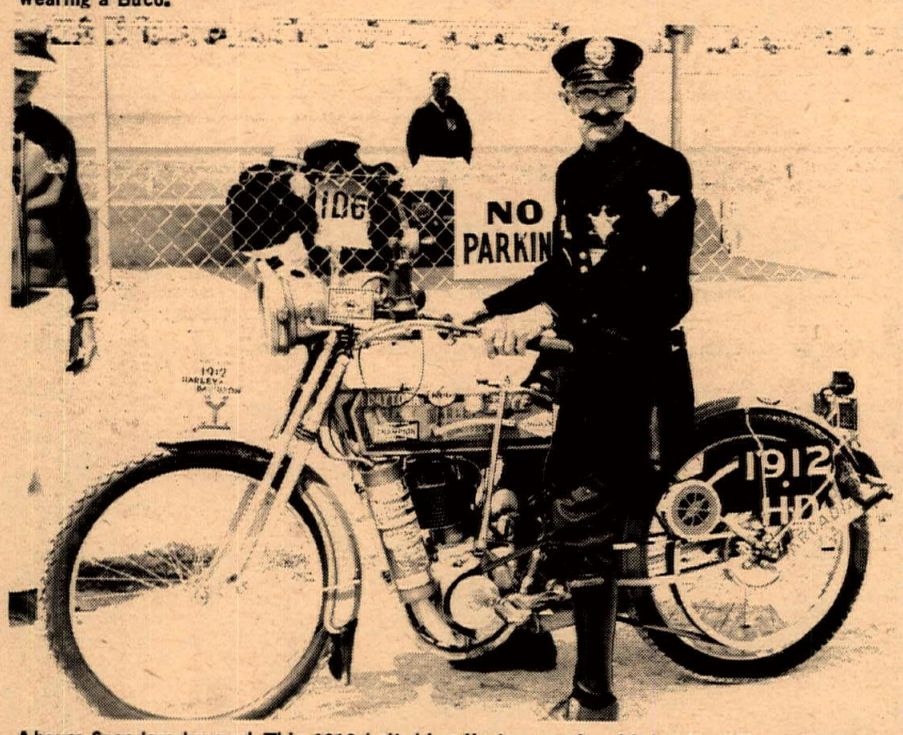
OLD RECORD set in 1966 by Walter Fulton on a Suzuki at 89.122 mph

# DAYTONA



Shorty Seabourne (left) and George Roeder. Read finishes in the rain.

The winners! Cal (25) Rayborn, Harley-Davidson, Yvon (5) DuHamel, Yamaha, and Art (71) Baumann, Yamaha. All three collected extra prize money for using Bell helmets in the race. Rayborn got $300, DuHamel $200 and Baumann $100. Fourth place Jack McNairy lost $50 by wearing a Buco.




Above: Speeders beware! This 1912 belt drive Harley may be old, but it still gets hot. Below: Bob Winters lets a future champion try his bike on for size.

## THE FAST MEN AT IN TIME TRIALS

| EXPERT CLASS: | | (New Record) |
|---|---|---|
| 1. Roger Reiman | H-D | 149:080 |
| 2. Mike Duff | Yam | 147:347 |
| 3. Yvon DuHamel | Yam | 146:938 |
| 4. Mert Lawwill | H-D | 144:974 |
| 5. Dan Haaby | H-D | 144:741 |
| 6. Cal Rayborn | H-D | 144:531 |
| 7. Bart Markel | H-D | 144:092 |
| 8. Fred Nix | H-D | 143:540 |
| 9. Walt Fulton Jr. | H-D | 142:970 |
| 10. Jack McNairy | H-D | 141:464 |
| 11. Art Baumann | Yam | 137:007 |
| 12. Skip Van Leeuwen | Tri | 135:931 |
| 13. Gary Nixon | Tri | 135:501 |
| 14. Rod Gould | Tri | 135:135 |
| 15. Chuck Palmgren | Tri | 134:912 |

| AMATEUR CLASS | | (New Record) |
|---|---|---|
| 1. Art Ninci | H-D | 133:590 |
| 2. Don Chason | H-D | 130:947 |
| 3. Larry Peterson | H-D | 129:496 |
| 4. Tom Rockwood | Mat | 128:424 |
| 5. Ray Hempstead | BSA | 127:949 |

RESULTS OF THE 27TH ANNUAL DAYTONA 200 MOTORCYCLE CLASSIC OVER THE 3.81 MILE TRACK ROAD COURSE OF THE DAYTONA INTERNATIONAL SPEEDWAY, SUNDAY, MARCH 17, 1968.

| Pos. | No. | Rider and home | Machine | Laps |
|---|---|---|---|---|
| 1 | 25 | Calvin Rayborn, San Diego, Calif. | H-D | 53 |
| 2 | 5 | Yvon DuHamel, Montreal, Can. | Yamaha | 52 |
| 3 | 71 | Art Baumann, San Francisco, Calif. | Yamaha | 52 |
| 4 | 30 | Jack McNairy, Albuquerque, N. M. | H-D | 52 |
| 5 | 61 | Ron Grant, Brisbane, Calif. | Suzuki | 51 |
| 6 | 79 | Buddy Elmore, El Paso, Texas | Triumph | 51 |
| 7 | 77 | James Odom, Fremont, Calif. | Triumph | 50 |
| 8 | 131 | Peter Williams, England | Matchless | 50 |
| 9 | 129 | Mitsuo Itoh, Santa Fe Spgs., Cal. | Suzuki | 49 |
| 10 | 20 | Gene Romero, San Louis Obispo, Cal. | Honda | 49 |
| 11 | 51 | Phil Read, London, England | Yamaha | 49 |
| 12 | 21 | Robert Winters, Ft. Smith, Ark. | BSA | 48 |
| 13 | 112 | Terrence Knott, Spring House, Pa. | Triumph | 48 |
| 14 | 73 | Jim Pegram, Reynolsburg, Ohio | H-D | 47 |
| 15 | 86 | Mark Heinemann, Daytona Beach, Fla. | H-D | 47 |
| 16 | 41 | Doug Showler, Cleveland, Ohio | Triumph | 47 |
| 17 | 29 | Warren Sherwood, Cornwall, N. Y. | BSA | 47 |
| 18 | 88 | Perry Caudle, Jacksonville, Fla. | BSA | 46 |
| 19 | 1 | Gary Nixon, Baltimore, Md. | Triumph | 44 |
| 20 | 101 | Roger Bates, Williamston, Mich. | BSA | 44 |
| 21 | 90 | Bennie Bowden, Kalamazoo, Mich. | H-D | 44 |
| 22 | 115 | Mike Brown, Mansfield, Ohio | H-D | 44 |
| 23 | 78 | Ralph Glorioso, Rockville, Md. | Triumph | 43 |
| 24 | 105 | George Cunha, Johnston, R. I. | Triumph | 43 |
| 25 | 53 | Bob Bulmer, Morrice, Mich. | BSA | 43 |
| 26 | 46 | Robert Hinkle, Brookville, Ohio | Triumph | 43 |
| 27 | 67 | William Davis, Battle Creek, Mich. | Triumph | 42 |
| 28 | 69 | Donald Myers, Honey Brook, Pa. | Triumph | 42 |
| 29 | 63 | Clifford Bell, Evansville, Ind. | H-D | 42 |
| 30 | 19 | Ray Little, Atlanta, Ga. | H-D | 41 |
| 31 | 91 | Peter Ploskee, Kenosha, Wis. | Triumph | 40 |
| 32 | 37 | Denny Adler, Lincoln, Neb. | Triumph | 40 |
| 33 | 13 | Jeffrey Sperry, Tucson, Ariz. | Suzuki | 38 |
| 34 | 15 | Ralph White, Torrance, Calif. | Triumph | 36 |
| 35 | 17 | James Skinner, Auburn, Ala. | BSA | 35 |
| 36 | 18 | Mert Lawwill, San Francisco, Cal. | H-D | 31 |
| 37 | 118 | Andreas Georgeades, Brampton, Can. | Matchless | 30 |
| 38 | 95 | Fred Nix, Lawton, Okla. | H-D | 28 |
| 39 | 47 | Pat Gosch, Omaha, Neb. | Triumph | 27 |
| 40 | 110 | Frank Gayoski, Barberton, Ohio | H-D | 27 |
| 41 | 4 | Bart Markel, Flint, Mich. | H-D | 26 |
| 42 | 54 | Dennis Decker, Oconomowoc, Wis. | Triumph | 26 |
| 43 | 43 | Dale Harding, Pekin, Ill. | H-D | 26 |
| 44 | 40 | Dick Woods, Kansas City, Mo. | H-D | 26 |
| 45 | 38 | Chuck Palmgren, Baltimore, Md. | Triumph | 25 |
| 46 | 52 | Ronnie Rall, Mansfield, Ohio | H-D | 25 |
| 47 | 107 | Sam Machine, Inkster, Mich. | H-D | 25 |
| 48 | 28 | Mike Duff, Toronto, Can. | Yamaha | 24 |
| 49 | 85 | Joe Messaros, Lynchburg, Ohio | H-D | 24 |
| 50 | 84 | Eddie Wirth, Man. Beach, Calif. | BSA | 23 |
| 51 | 22 | Dan Haaby, Inglewood, Calif. | H-D | 21 |
| 52 | 10 | Ron Widman, St. Louis, Mo. | H-D | 21 |
| 53 | 12 | Jess Thomas, New York, N. Y. | H-D | 21 |
| 54 | 114 | R. Wilkes, Jacksonville, Fla. | Norton | 20 |
| 55 | 6 | Larry Schafer, Hyattsville, Md. | Triumph | 15 |
| 56 | 98 | Robert Sholly, Camp Hill, Pa. | Triumph | 14 |
| 57 | 55 | Roger Reiman, Kewanee, Ill. | H-D | 12 |
| 58 | 75 | Harold Lyons, Indianapolis, Ind. | BSA | 12 |
| 59 | 113 | Tim Coopey, Coquitlam, Can. | Triumph | 11 |
| 60 | 68 | James Varnes, Vincentown, N. J. | BSA | 11 |
| 61 | 26 | Ed Varnes, Parkesburg, Pa. | Matchless | 11 |
| 62 | 99 | Walter Fulton, III, Orange, Cal. | H-D | 10 |
| 63 | 31 | Donald Twigg, Hagerstown, Md. | BSA | 10 |
| 64 | 35 | Tom Heyser, Highland, Md. | BSA | 10 |
| 65 | 92 | Don Droud, Lincoln, Neb. | Triumph | 10 |
| 66 | 132 | Ken Molyneux, Vancouver, Can. | Norton | 8 |
| 67 | 94 | William Werner, Bethlehem, Pa. | H-D | 8 |
| 68 | 50 | Robert Farmer, Clayton, Ind. | H-D | 8 |
| 69 | 34 | Dick Newell, So. El Monte, Calif. | BSA | 7 |
| 70 | 44 | Bill Sholly, Camp Hill, Pa. | Triumph | 7 |
| 71 | 106 | Ronald Smith, Concord, N. C. | Triumph | 7 |
| 72 | 49 | Donald Beasley, Evansville, Ind. | Triumph | 6 |
| 73 | 65 | Al Gaskill, Utica, N. Y. | BSA | 6 |
| 74 | 97 | Jay Lawless, Stamford, Conn. | H-D | 5 |
| 75 | 70 | Lennie Waldo, Columbus, Ohio | Triumph | 5 |
| 76 | 66 | Robert Fisher, Elkhart, Ind. | Triumph | 5 |
| 77 | 42 | Dennis Schoenfeldt, Houston, Tex. | Triumph | 4 |
| 78 | 7 | Rod Pink, Dobbs Ferry, N. Y. | H-D | 4 |
| 79 | 36 | DeWayne Keeter, Los Angeles, Calif. | Honda | 4 |
| 80 | 9 | Clyde Litch, Long Beach, Calif. | Honda | 4 |
| 81 | 120 | Tom Reilly, Obetz, Ohio | H-D | 4 |
| 82 | 39 | James Maness, Augusta, Ga. | H-D | 3 |
| 83 | 87 | Larry Beall, Abilene, Texas | H-D | 3 |
| 84 | 116 | John Apple, Imperial Beach, Calif. | Suzuki | 2 |
| 85 | 57 | Dwane Walker, Shaunee, Okla. | Triumph | 2 |
| 86 | 80 | Dennis Haven, Hollywood, Fla. | Triumph | 2 |
| 87 | 72 | James Leineweber, Chicago, Ill. | BSA | 2 |
| 88 | 104 | Richard Brase, Ft. Wayne, Ind. | Ducati | 1 |
| 89 | 111 | Don Vesco, San Diego, Calif. | BSA | 1 |
| 90 | 23 | John Franklin, Mazon, Ill. | H-D | DNS |
| 91 | 102 | Rodney Gould, Banbury, England | Triumph | DNS |
| 92 | 109 | A. J. Smith, Birmingham, England | BSA | DNS |

Time: One hour, 58 minutes, 58.29 seconds.

Average speed: 101.290 miles per hour (NEW RECORD)

Lap leaders: Mert Lawwill 1; Roger Reiman 2; Calvin Rayborn 3-4; Reiman 5; Rayborn 6 thru 53.

Old Daytona 200 record was set in 1967 by Gary Nixon at 98.227 miles per hour on a Triumph.

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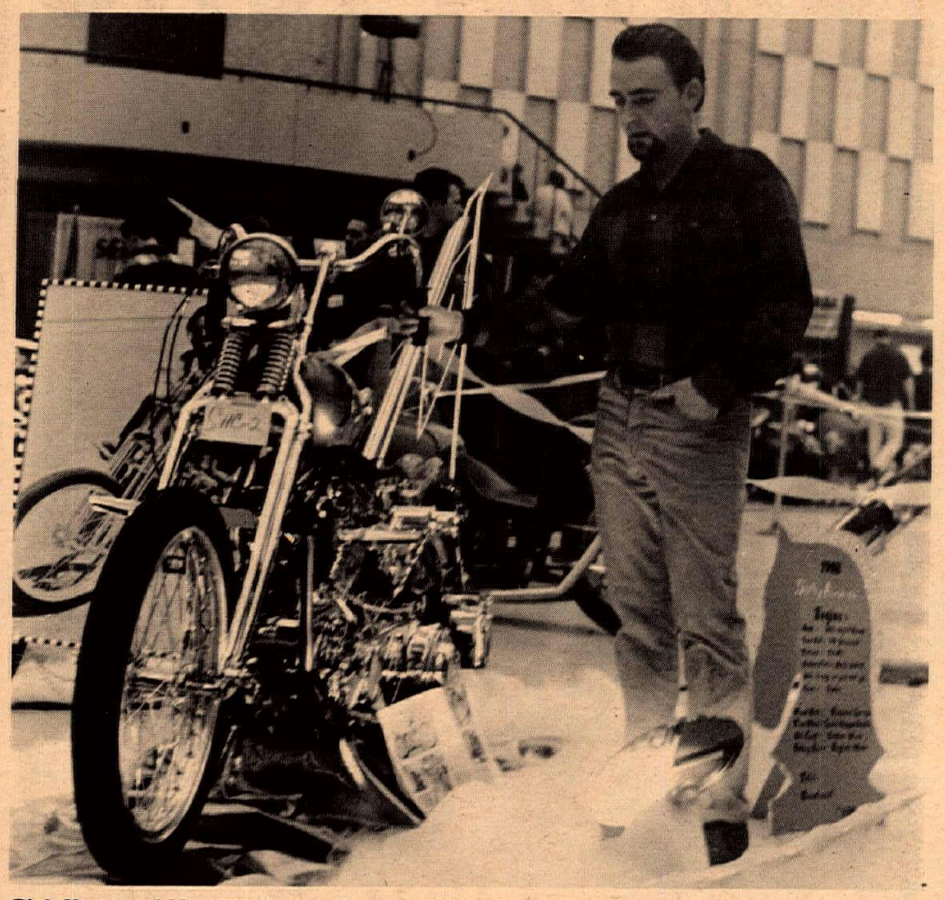
# Northwest Cycle Show

**A late report, but better than never.**
**This year's Seattle show was better than ever!**

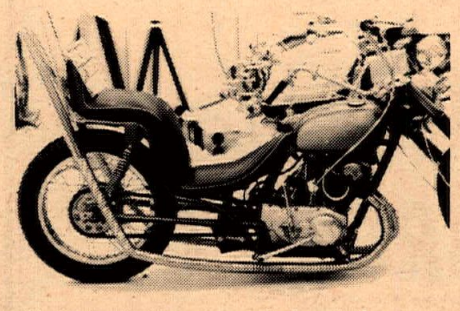
Photos by Vic Ebbutt



Rick Myers and his 1948 Harley chopper. Value: $3,700 so far. Winner of three show trophies, Rick towed cycle from L.A. for show.

Duke McCracken entered this 450 Honda Custom and received two trophies from show promoter Bill McDonell.

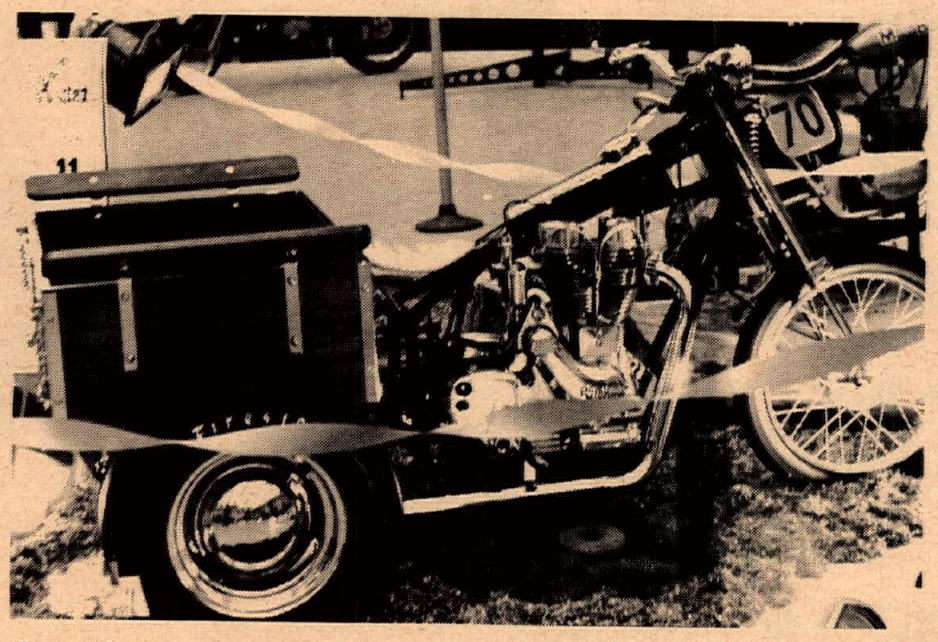
Seattle Cossacks team thrilled showgoers with stunts like this.



Would you believe... a solo kneeler?

Minature sidecar combination really runs.

Road rider Joe Maw won "Most Unusual" category by displaying his wrecked Harley and broken crash helmet...Joe is living proof that people can survive crashes even if cycles can't.



Unusual three wheeler features Enfield single engine in Mustang frame, built by Gordon Croydon of Kaneohe, Hawaii, now a student in Seattle.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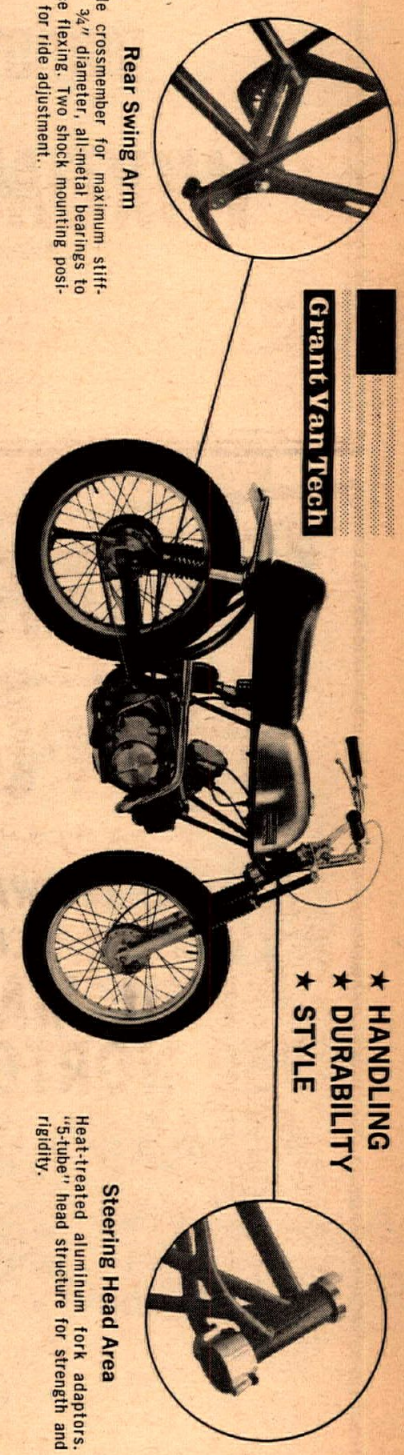

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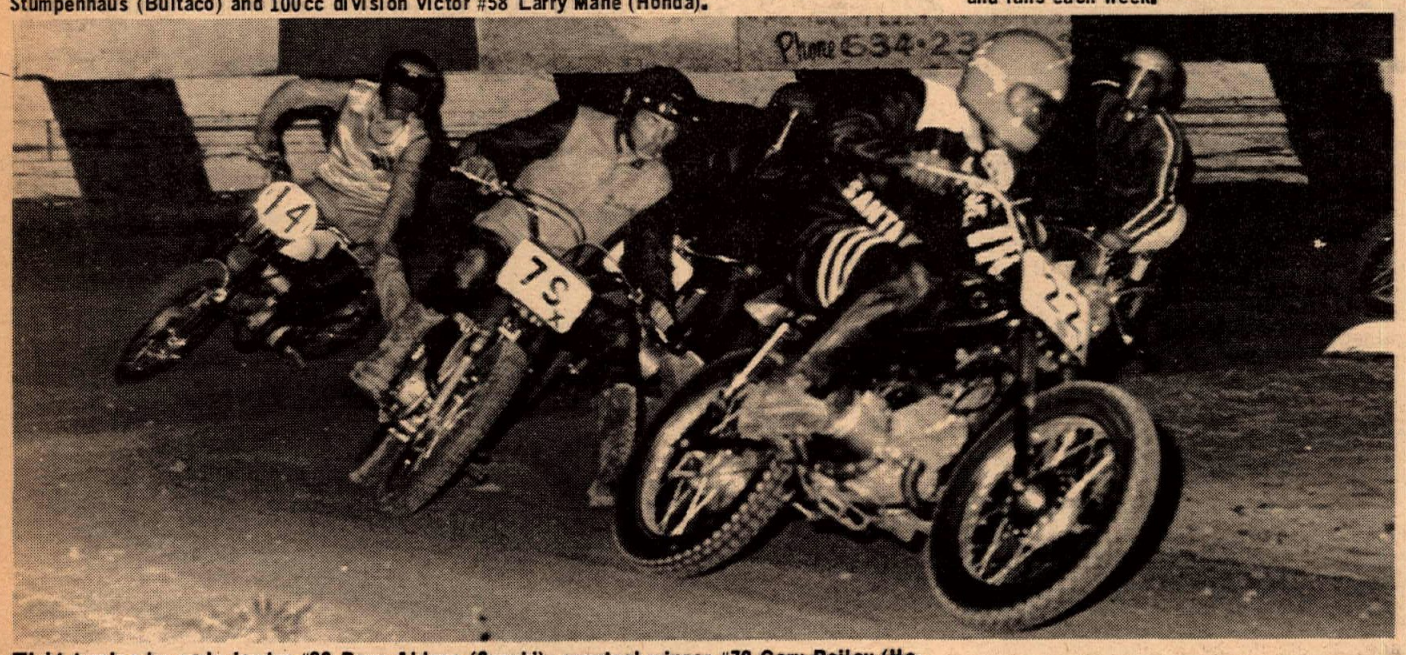
# SIZZLING SOUTH GATE SHORT TRACK & TT

Not one but two Trophy Girls offered congratulates and kisses to 250cc TT Dash winner #2 Lee Stumpenhaus (Bultaco) and 100cc division victor #58 Larry Mane (Honda).

Ossa-mounted Paul Coberly rear-wheels it over the Trojan Speedway jump. Combined TT and short track action is drawing more riders and fans each week.



Tight turning by early leader #22 Dave Aldana (Suzuki), eventual winner #79 Gary Bailey (Hodaka) and #14 Ray Vanderpool (Yamaha) in the 100cc Senior TT Main.

Story by Mike Capalite
Photos by Dennis Greene

Although the weather was a little chilly Friday night, March 15, the riders' enthusiasm was hot, with the turnout one of the best of the season as a group of riders had come up from San Diego to see what this TT and short tracking was all about at Trojan Speeday. As they finished one-two-three in the Junior TT class, I imagine they will be back again in force this Friday night.

The 100cc Trophy Dash saw another new rider making his bid for glory as Larry Mane from Bellflower on a Honda was able to hold off a constant bid for the lead by Carl Byers from San Diego on his Yamaha for the full three laps to take the win and the kiss from not one, but two trophy girls. The 250cc Trophy Dash was another Stumpenhaus-Bailey duel with Lee holding the lead all the way although Gary was right behind him to the wire. To see these two boys race is really something; they never bobble or make a mistake, but if they are behind you and you make one mistake, they will zap you right now and when they are in the same race, you can feel sure that the winner is going to be either Gary on his Greeves, or Lee on his Bultaco.

## San Diego Invasion

The 100cc Junior Main saw Carl Byers on his Yamaha take the lead out of the starting gate and hold it for a few laps only to lose it to James Dunn from National City on one of the new 100cc Bridgestone racers. A few laps later Carl moved back to third as Jay Dunn from San Diego, also riding one of the new Bridgestones, moved into the second place slot. Carl had to settle for a third place but he was able to keep ahead of Larry Mane on the Honda who finished fourth. Fifth place went to Mike Rendick on a Bultaco.

In the 100cc Senior Main, Suzuki-mounted David Aldana, out for the first time this year just about showed Gary Bailey and his Hodaka the way around the course as he jumped into the lead from the starting flag, but Gary in his usual manner kept dogging Dave's rear wheel until he got an opening and took over the lead to hold it for the remainder of the race. David had to settle for second place, well ahead of third place rider Don Leal on his Yamaha.

## Gary's Galloping Greeves

In the 250cc TT Main, Gary Bailey on his Greeves made up for his loss in the Trophy Dash by getting out in front and staying there for the whole race, leaving Trophy Dash winner Lee Stumpenhaus on his Bultaco to settle for a close second place. In third spot was Larry Taylor on a Bultaco with 4th going to Honda-mounted Chuck Saxton.

Coming back out for the Short Track program, Larry Mane on his Honda held off Dave Aldana in the 100cc Main as Jimmy Raymond was pushing hard in the third place slot on his Honda. Settling for fourth place was San Diegan Ray Vanderpool on his Yamaha.

In the 250cc Short Track Main, it was Lee Stumpenhaus all the way as his main adversary, Gary Bailey, does not enter the short track events. Second place went to Chuck Saxton from Long Beach on the Honda sponsored by El Inca Racing Cams. Third was Dan Jones on his Bultaco while Pat Gorman on a Montesa finished fourth.

Since the boys from San Diego will be back, it looks like we are going to have a duel going between the riders from the Los Angeles area and the riders from the San Diego area. In fact, Rene, the track owner says that if the boys from San Diego keep coming up, at the end of the year he will have a special high-point trophy for the top rider from the San Diego area.

(Results on page 20)

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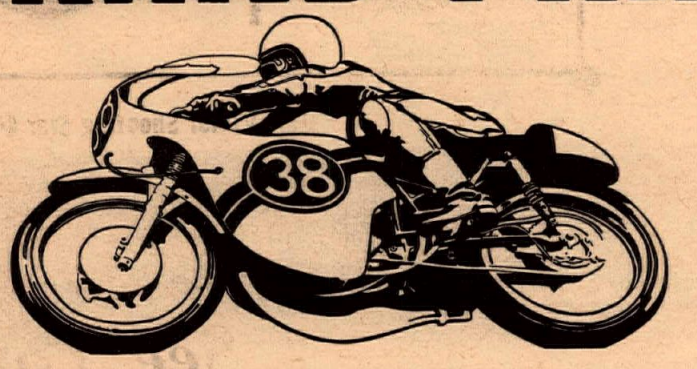

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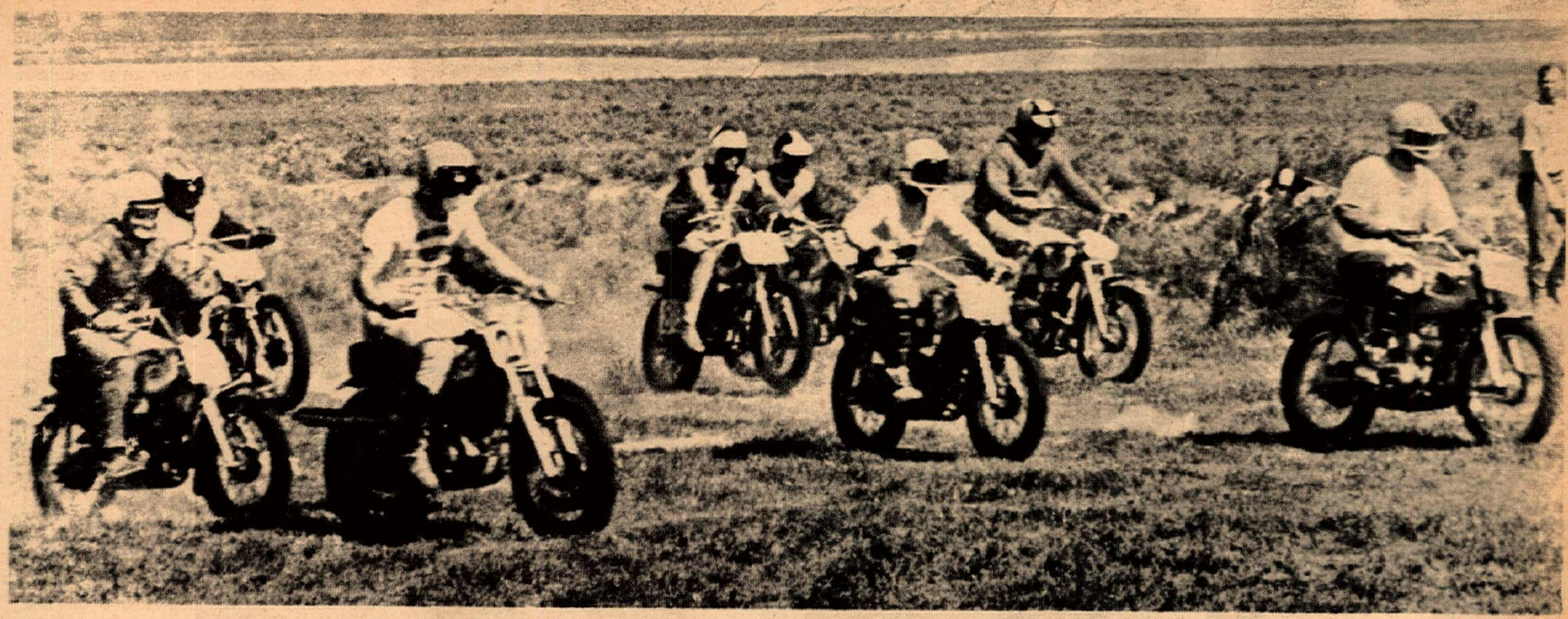
# DOUBLE TROUBLE IN ELK HILLS



They're off and running at the start of the Kern County Trailblazers back-to-back European Scrambles. Two vastly different course gave riders a stern test.

Story & Photos by Harry Ghent

Sunday, March 3 the Kern County Trailblazers of Shafter held a European Scrambles in Elk Hills, about 15 miles North of Taft, Calif. Two courses were laid out and each class had an opportunity to run on both for double points. The courses were laid out on the north slope of Elk Hills and were a challenge to all the riders and their bikes. One course was 5 miles and the other 3 miles in length. What the shorter course lacked in distance it made up for in sand traps, jumps and steepness.

The Trailblazers are a new club and last year their inaugural event was a 4-lap cross-country race around an 18-mile course laid out in the same area. This year they decided to try the dual course so everyone could pile up points.

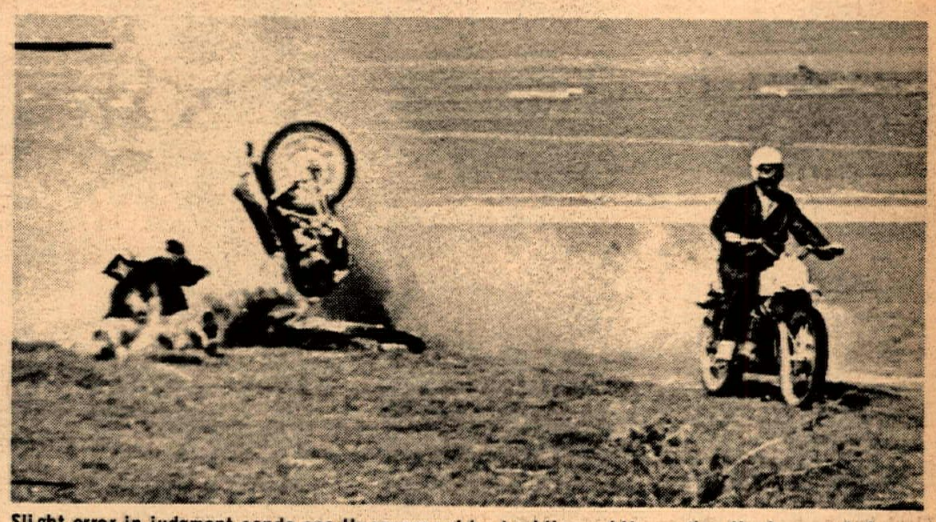
## Hills, Sand and Silt

The terrain is undulating hills criss-crossed with dry washes. The surface ranged from a fine silt with no bottom to loose sand in the wash bottoms; all in all not condusive to fast riding. The first few laps were slow but as the riders gained confidence the lap times picked up and there was some good action.

The 0 to 120cc class ran 45 minutes and the rest of the riders ran an hour on each course. The idea was to see how many laps could be made in the allotted time.

By day's end, there were some awfully tired riders ready to head home and either brag how they were king of the hill... or lick their wounds. If fast, rough desert riding is your bag keep an ear out for the Trailblazers' next race. It should be another good one.

(Results on page 20)



Slight error in judgment sends one Husqvarna rider tumbling, while another Husky-mounted competitor continues blithely on his way.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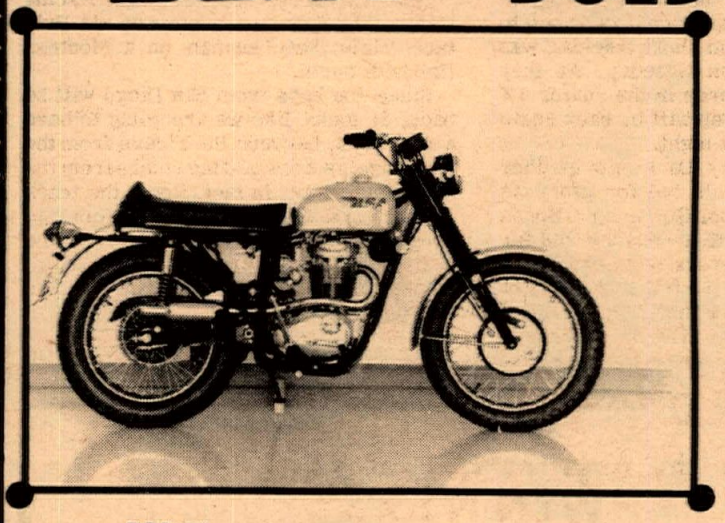

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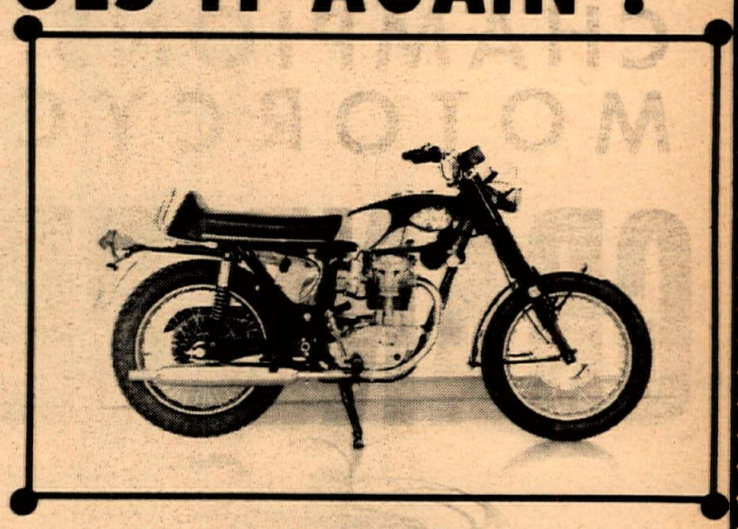
Open Expert Class
1st Mike Posey
500 Am/Ex. Class
1st Jim Hunter



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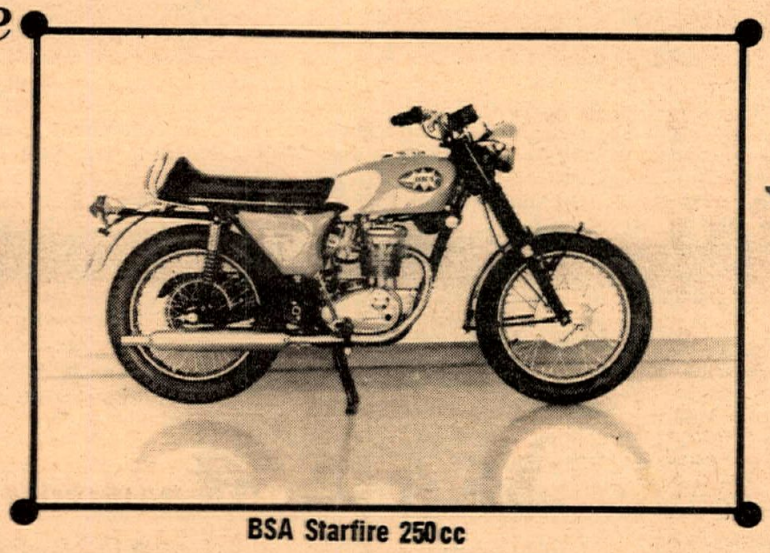

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# MUDDY CARLSBAD MOTO-CROSS

Moto-cross lovers were out in force for the second AFM outing at Carlsbad. Here Husky-mounted desert ace J.N. Roberts (177) leads the way, but another Husky star, Lars Larson, has already assumed a big lead in the 250cc Expert go. Also on a Husqvarna, Gunnar Lindstrom (144) eventually wound up second, followed by Gary Conrad (Suzuki) and #288 Lon Peterson (CZ) at far right.

Story and Photos by John Shedd

The California Moto-Cross Club's second AFM-sanctioned event at Carlsbad, on Sunday, March 10 drew perhaps the keenest competition of any race since the C-Z and Husky teams left Southern California. The course was the same as the one used last time, and rain earlier in the week put it in good shape. There were two very gummy mudholes, which were the downfall of many before the day's events came to a close. The second mudhole was really a stinker, and it was the deciding factor in several races. In the 250cc Junior class, the lead changed in this mudhole three times in the first three laps.

## Husky Hassle

The motos were run off very efficiently and provided a well-rounded day of racing. The 250cc Experts started the show at 11 a.m. Husky mounted, Lars Larson took a big lead from the start with half a dozen top riders in hot pursuit. Preston Petty worked his Suzuki up into second and began closing the gap. Another Husqvarna rider, Gunnar Lindstrom, moved up behind Petty, and when Petty had mud problems, Gunnar took over second with Suzuki-mounted Gary Conrad moving into third. Larson and Lindstrom really diced it out for the rest of the race, but Lindstrom finally got to take the moto.

J.N. Roberts also competed in the 500cc Expert division, wound up 4th behind Larson, Gary Bailey (Greeves) and Lindstrom.

Recent rains had created two very sloshy mudholes which proved the downfall of not a few before the day ended.

In the second moto Larson and Lindstrom were at it again, battling wheel to wheel for first place and taking a big lead over third place Conrad.

Lindstrom gained a nice advantage over early leader Larson at one time, but became bottled up behind a slow rider in the narrow part of the course. Larson caught up and then passed when Lindstrom had troubles getting through the mud, winning the moto and the 250cc class along with it.

Both 125cc Expert motos were Gary Bailey productions all the way. In the first one he was pursued closely by Suzuki-mounted Petty but Preston was never able to get by. In the second moto, Gary's closest follower was Danny Hockie, a Junior rider, but Hodaka-mounted Bailey kept a big lead over him.

## Battle of Buls

The first 500cc Junior moto started with a battle between Bob Kolek and John Maynard, both riding new 360cc Bultacos. Maynard held the lead for three laps before Kolek was able to pass, and then from then on it was Kolek out in front. Jimmy Bruns moved his Triumph into second and finished there, earning the honor of being the only four-stroke rider to finish in the points.

In the second moto, it was Maynard and Maico-mounted Dub Smith having it out for the first two positions with Kolek third. They finished in that order, but the class win went to Kolek with Maynard taking second.

The first 500cc Expert moto was one of the best races of the day. Veteran desert rider, J.N. Roberts took the lead and set a blistering pace. Lindstrom was a distant second followed by Al Baker and Larson, all riding Huskys. J.N. held the lead for several laps, but Gunnar Lindstrom was not to be outdone and finally passed him. Larson managed to get by Baker and pulled in very close behind Lindstrom and Roberts, as they sailed along side by side. Lindstrom took over from Roberts, and Larson also managed to get by and pull into second.

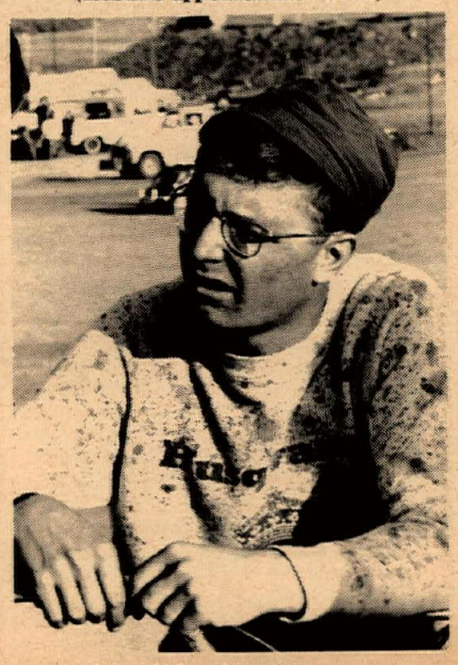
In the next moto, Al Baker grabbed first position off the line, but Lindstrom soon passed him with Larson following him by for second. Roberts moved up to third, and Greeves-mounted Gary Bailey, who was suffering from a leg injury, held down fourth. Lindstrom's rear tire went flat, putting Larson out in front with Roberts advancing to second. Roberts had his problems getting through the mud, and Bailey moved into second with Lon Peterson on a Maico following him to third. Larson took the moto with Bailey second and Roberts repassing Peterson to get back in third. The class win went to Larson with Bailey second, and even after a flat tire, Lindstrom still had enough points for third.

## Come One, Come All

A final race was held for all-comers, and Larson led the pack all the way for his third win of the day. Lindstrom finished second; Walt Axthelm took third.

The California Moto-Cross Club will (hopefully) sponsor their next moto-cross at the new Saddleback Park track on March 24th. This circuit was laid out by Joel Robert and Robert DeCoster, so it should be a good one. Gunnar Lindstrom said he rode the course and liked it very much. Spectators will be able to see everything that goes on from one spot, and there should be plenty to see.

**(Results appeared last week)**



After all is said and done...

# FAR WEST 'DESTRUCTION' RUN

By Tom Dilling

A local group of sadists who are also the Far West M/C competition committee had a recent brain flash. "Lets lay out about a mile long mud course, let two riders share a machine, run it for four hours, and see how many damn fools will try, we'll call it an Endurance race.'

So Sunday, March 10 about 60 of us D.F.'s showed up and spent four hous gleefully trying to destroy ourselves and our machines.

The 176-Open class with 26 entries was sent off and thirty seconds later starter Ross Kuhnle sent 36 0-175 riders off. The first few laps included a steep downhill, the worlds largest mudhole and a steep uphill. The remainder was ruts, redwood trees, stumps, sticks and one tricky spot that was straight, level, and dusty. After the first few laps the hills and mudhole were routed out and the event settled down to plain misery.

In the 0-175 class the team of Brian Lee and Tim Milton rode Tim's wife's Hodaka a fast steady pace to overcome a two minute plus lead set by Ray Crivello and Tom Dilling on Crivello's Honda 90 during the early part of the race. Lee and Milton went on to win by over four laps with a total of 72. Crivello and Dilling were second with 68. Dave Jackson and Kim Lawson used a 160 Honda and rode in with a smooth third with 60 trips. Larry Miller and Terry Harvey swapped off another 160 Honda for 58 laps and fourth place trophies, Rich Miller and Don Kennedy came on strong in the latter part of the race using Miller's Hodaka and picked up fifth place with 54 trips.

The 176-Open class was won by the iron man of the day, Gary Howard. Gary rode his 650 Triumph SOLO with the days high of 82 laps. Nolan Hunter and Ed Nielson chased Mr. Howard for four hours on Nielson's Victor but came up with an 80 lap count for second. Ben Cringle and Herb Zeck were right behind them sharing Benny's 250 Honda for 79 trips and third. Jim Anderson and Glen Reed used Reed's Husky and pulled in one lap behind Cringle and Zeck for fourth. Fifth went to the other only solo rider of the day, Jerry Aggeler. Aggeler kept his 250 Greeves all to himself for the entire afternoon and 77 laps for a hard earned trophy. Dave Reynolds and Edgar Frisbee traded off Dave's 650 Triumph trying to catch Mr. Aggeler but came up one lap shy for 6th.

Everyone had all the riding they wanted for one day as there wasn't too much playing after the run. Just a lot of groaning about sore spots, then very slow loading up and driving home.

Thanks to Don Turnbull for letting everyone tear up his property and play in his mud.

(Results on page 20)

## Speed Sculpture at Pomona College Show

The Pomona College (Calif.) art department is sponsoring an exhibit entitled "Speed Sculpture" in the Montgomery Art Center that opened Wednesday, Mar. 6, and will continue through Sunday, March 24.

The exhibit consists of motorcycles and one racing car, all of which have been modified to meet the requirements of their owners for speed and design.

Billy Al Bengston, a Los Angeles painter and cycle enthusiast who exhibited in the last biannual international art show in Sao Paolo, Brazil, has selected the motorcycles on the basis of their aesthetic value.

The theme of "Speed Sculpture" is the blend of utility and aesthetic value in the machines displayed. The Montgomery Art Gallery, at the corner of Bonita and College Avenues in Claremont, Calif. will be open daily during the exhibit from 1 to 5 p.m.

# TRAILBLAZERS ANN'L BANQUET MARCH 30

The 31st annual meeting and banquet of the Trailblazers will be held at Rodger Young Auditorium, 936 W. Washington St. in Los Angeles on Saturday night, March 30th.

This is a group of early motorcyclists and the organization was founded in 1937 by A.F. Van Order, and meetings have been held each year since. Over 150 persons attend each year, and a larger crowd is expected this year, according to Floyd Clymer, president of the organization.

Many prominent names in motorcycle circles will be present, some of them former National and International racing Champions. Former Sheriff Gene Biscailuz, who founded the Los Angeles County Motorcycle Squad which later became the California Highway Patrol, is a member and expects to be present, as will many other famous personalties.

Any motorcycle rider or enthusiast who started riding twenty or more years ago is eligible and invited to attend. Wives and girl friends are also invited. There are no dues, and the charge for dinner and entertainment is $6.00.

Reservations, with check for $6.00 for each ticket, can be mailed to Floyd Clymer, 222 No. Virgil Ave., Los Angeles, Calif. 90004. Telephone: (213) 388-5119.

# RIDE AN ENDURO FOR FUN IN THE CALIFORNIA DESERT APRIL 7

By Dick Wright

On the Southern California sports calendar this year we have five Enduros scheduled. The first was held by the Prospectors M.C., and the next one will be the Shamrocks M.C. Eighth Annual Mojave Hospital Benefit Run.

Enduros are one of the most enjoyable ways of spending a Sunday as a contestant in an organized motorcycle competition event, without having to get on a starting line with the hotshoes. In an Enduro, a rider can cruise the course at his own speed while taking in the beautiful California mountain scenery, and is aided by organized check points and gas stops.

The Shamrocks M.C. has not been known to throw the hardest runs; just rough enough to give a rider some good bench racing until the next run, or it will give him the feeling of really earning a trophy if he wins one.

The big bikes will go the first fifty-mile loop for a real enjoyable ride in a good variety of hills, sandwashes, and open boondocks. Then they'll come in for a lunch break and head out for a seventy-five-mile loop that takes them up into the snow line. Gas may be a problem for those with small gas tanks, but there will be a truck setting up a special check forty miles out on the second loop, at Sageland in Kelso Valley. They will take your can of gas up if asked, or you can set up your pits there.

The Trail Bikes will go only the first fifty-mile loop, which was laid out by a number of riders, including a couple of trail bike Novices. This is not to say that it is a complete cakewalk. Only a rider with four or five recent trailing parties under his belt and the ability to ride a sandwash should have a good go at it.

The answer to riding a sandwash is to keep your rpm's up and stay on the top of the sand. Don't try to steer with the front wheel, but use body English as in waterskiing. The thing to remember is that this run isn't a speed race; you are racing the clock, so you want to keep up a good, consistent pace and stay out of trouble. Don't try to ride over your head if you're late, just go for the finish and get 'em next time. Above all, HAVE FUN! (Results will appear in Cycle News after the Enduro.)

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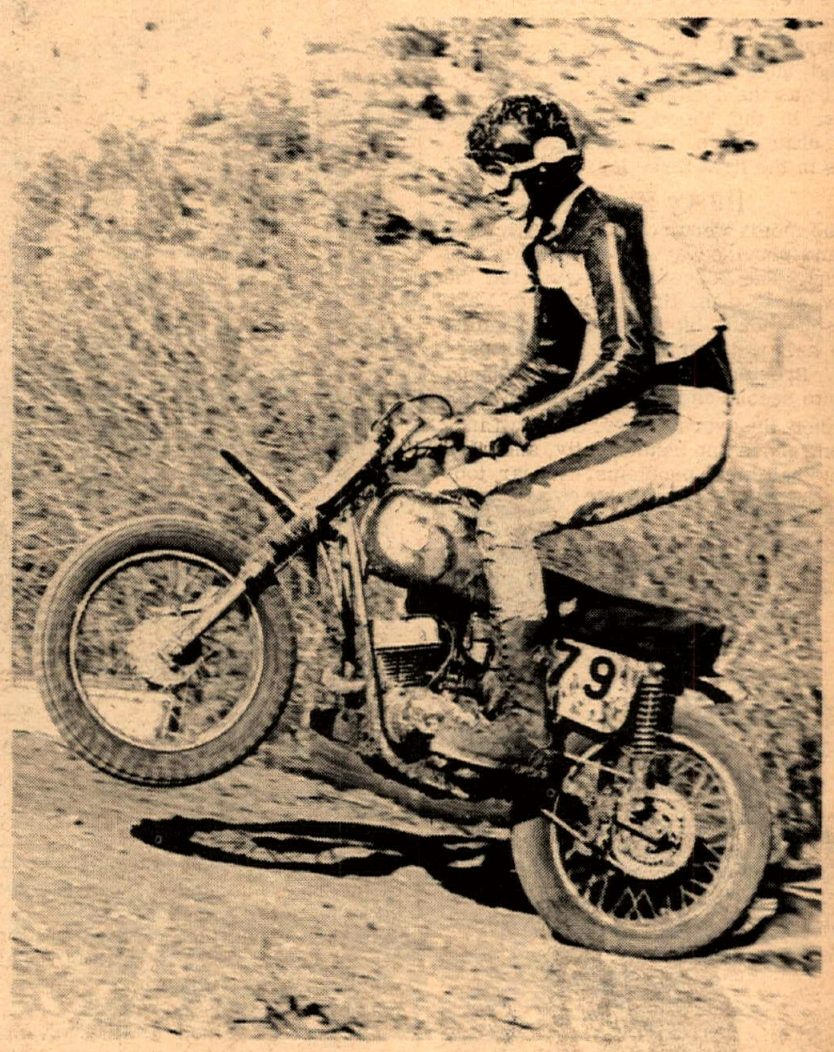

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**15** Daytona 200 Mile Championships Won By HARLEY DAVIDSON

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| 1953 | 1959 | 1965 |
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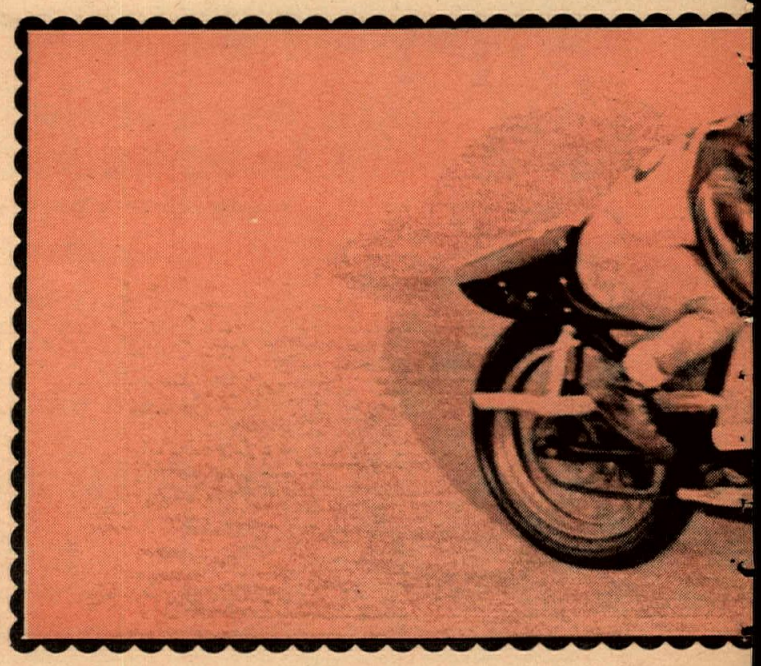

# WINNER OF MORE DAYTONA 200 MILE EXPERT C

# AR SPEED

EEDWAY RECORD

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DAVIDSON

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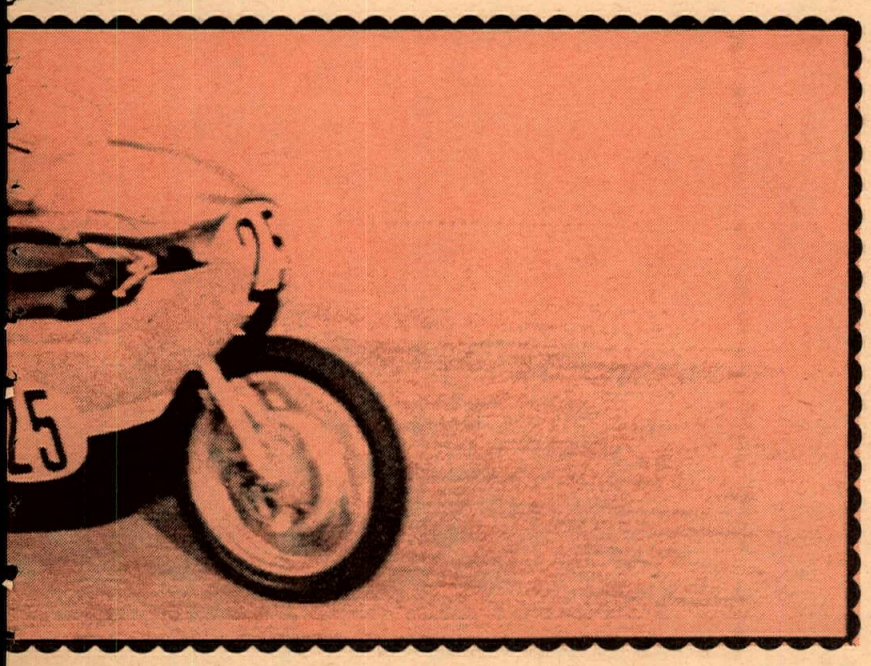
1968

Cal Rayborn

101.290 MPH

New Record



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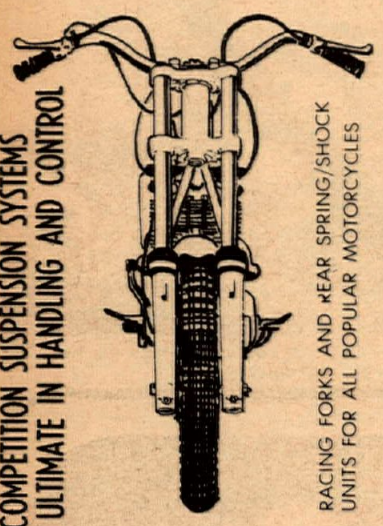

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# Adelanto Pictorial

Four Aces TT Scrambles at Adelanto drew riders in every class from 50cc Novice to Open Class and sidehacks. All seemed to enjoy their outing at the new desert track. Here John Rice (15x) and Lee Stumpenhaus play follow the leader.

#155 Larry Garban (Bultaco) won 350 Novice go, with #234 J. Wiettgen (Honda) third.

R. (?) Scott (561) won both 250 Exp. and 500 events, Bultaco mounted.

John Rice (1) broke second gear on his Honda, unfortunately was unable to compete in main event.

Photos by Len Fallscheer

Although sidehack pilot Crash Roesch (7) is leading at this point, Mike Parti (1) and partner J. McNeal eventually put their H-D rig in the winner's circle.

(Results on page 20)

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# SCRAMBLES AT WOODLAND

Story and Photos by G. Robert Schwartz

In the Open Class semi-main, S. Saunders (11) really cranks it on and throws a spectacular rooster tail as he gains a healthy lead over the pack.

Woodland Scrambles hosted a real hot event March 3rd that drew 114 competitors from both the states of Oregon and Washington. The Tourist Trophy course, located 5-1/2 miles east of Woodland, Washington, is a little less than a half-mile in length. Silty sand with some clay binder in the soil along with a lot of rough spots comprises the track.

The day was perfect with no sun and no rain. This was the first run of the year where there were no mud holes on the course. Traction was excellent with just enough moisture in the soil to give a lot of bite. During several of the previous weekly races the competitors have been running in snow and mud. Now that spring has come to the northwest, the track is relatively dry, loose and fast. Many of the big boys and some of the little boys were literally flying around the track riding a bit over their heads. There were a few spills, of course, and fortunately no one was hurt except for a little pride.

Last week a masked rider from Tacoma, Washington brought out a new DT1 Yamaha 250 and sopped up all equal and 360 class competitors like a dry sponge. That was a real show. This included Larry Parker, who coaches a snappy 238 Kawasaki and who has become high point man in a number of Portland area Tourist Trophy series races within the last year. The wheel of fortune must have needed a little oil today bcause the masked rider was plagued with problems of staying on top of the 250 Yamaha while going through the REAL rough at a very high rate of speed and another time by getting ground into the track while coming off the line at the beginning of the 250 class A main event.

As fast as the track was today with all the chuck holes and soft shoulders, it is rather apparent that the type of motorcycle suspension plays a big factor in the riders ability to win. At the speeds these boys were traveling it was almost mandatory that the bike suspension be similar to riding on a soft air bag. In addition, it was necessary to get off the seat and onto the pegs in several places in order to let the machine ricochet through several series of chuck holes and ruts.

After four hours of racing, the winners were finally determined.

(Results on page 20)

Bill Cook (45) on a CZ leads the final lap of the 360 "A" Main Event.


# Suzuki makes it!

# VICTORY!

SOUTHGATE SHORT TRACK
March 15, 1968
1 st 100 Senior Class
DAVID ALDANA

Hollister Scrambles
March 10, 1968
1 st 250 Am. Class
BILL CASTOR

Helvetia Scrambles
March 10, 1968
1 st 250 Ex. Class
PAUL JOHNSON

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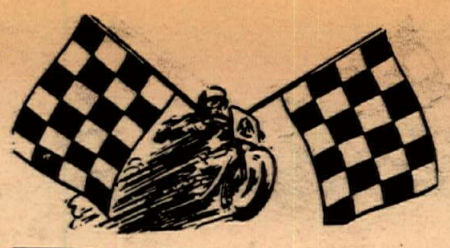


# RESULTS

## TITANS M.C. TEAM ROUGH SCRAMBLES
**Dehesa, Calif.**
**Sun., March 3, 1968**

By Bill Hamer

**100cc EXPERT**
1. Ray Vanderpool & R. Goodman — Yam/Hod
2. Jeff Willis & Budd Willis — Sac/Bul
3. Claude Henderson & Harold Strong — Hod/Ben
4. Guy Luck & Paul Vandenberg — Sac/Hod

**100cc NOVICE**
1. C. Claydon & C. Smith — Kaw
2. Gerry Mathel & Jim Chitwood — Sac/Yam
3. G. Byers & Martin Darby — Bul
4. Len Rosa & Kenton Smith — Hod

**250cc EXPERT**
1. Don McCarley & Bill Silverthorn — Mon/Hus
*2. John Kenyon & Larry Larson — Hus 250
3. John Cates & Don Carly — Bul/Gre
4. Stan Colvin & Fred Angelo — Bul

**250cc NOVICE**
1. Gary Hann & Ray Vanderpool — Hus
2. Brad Brown & Lou Vallin — Hus
3. Tim Leque & Mickey Chiara — Bul/Mon
4. J. Sweeney & "Cush" Cushman — Mon

**OPEN EXPERT**
*1. John Kenyon & Larry Larson — Hus 360
2. Gene Fetty & Ron Attig — Gre/Tri
3. Nick Nicholson & Joe Holder — Tri
4. John Martin (solo) — Mat

**OPEN NOVICE**
1. Art Brookman & Al Alexander — Tri
2. Wayne Butterfield & Don Tendleton — Har/Tri
3. Tim Daily & Paul Donaldson — BSA
4. Barron & Luntz — BSA

*Each rider rode half the race on each motorcycle changing at the half hour so they were entered in both classes.

## SOUTH COUNTY M.C. SCRAMBLES
**Hollister, Calif.**
**Sun., March 10, 1968**

By Larry Stewart

**650cc EXPERT**
1. Don Castro — Tri
2. Ken Dalla — Hon
3. Bob Fortino — Tri

**650cc AMATEUR**
1. Jack Zweigle — BSA
2. Dale Grey — BSA
3. Jim Chisum — BSA

**650cc NOVICE**
1. Barry Hiller — BSA
2. John Abacherly — Tri
3. Bob Robertson — BSA

**500cc AMATEUR**
1. Richard Wymer — BSA
2. Gary Smart — Tri
3. Jerry Chadim — Tri

**500cc NOVICE**
1. Don Chisholm — Tri
2. Conrad Saxelby — BSA
3. Bill Landsborough — BSA

**350cc NOVICE**
1. Willis Wymer — BSA
2. Mike Valencia — Hon
3. Gary Vincdlet — Yam

**250cc EXPERT**
1. Mark Brailsford — Bul
2. Don Castro — —

**250cc AMATEUR**
1. Bill Castor — Suz
2. Jim Chisum — Mon
3. Huey Graham — Bul

**250cc NOVICE**
1. Jan Mireault — Bul
2. Don Silva — Bul
3. Milan Terkoa — Bul
4. Bill Alvin — Bul

**200cc AMATEUR**
1. Scott Diffenbaugh — Hon
2. Lynn Mobley — Bul

**200cc NOVICE**
1. Dave Coffano — Bul
2. Craig Fillmer — Hon
3. Ken Jacques — Bul

**100 AMATEUR/EXPERT**
1. Jack Jensen — M-B
2. Ron McGuire — Hod
3. Scott Diffenbaugh — Hon

**100cc NOVICE**
1. John Mason — Hod
2. Kermit Knofler — Hod
3. Fred Guzzi — Hod

## HI-JINX MOTO-CROSS
**Elsinore, Cal.**
**Sun., Mar. 3, 1968**

By Joe Timmons

* 1. Tom Rapp
* 2. Earl Roeseler
* 3. Frank Vallefuoco
* 4. Fred Mendez (tie)
* 4. Jerome Johnson (tie)
* 5. Kurt Lewis
* 6. Tom Jenkins
* 7. Charley Young
* 8. Steve Paul (tie)
* 8. Don Grieve (tie)
* 9. Mark Blackwell
*10. Tom Walton (tie)
*10. Tom McCartney (tie)
11. Gary Anderson
12. Larry Weborn (tie)
12. Larry Roeseler
13. William Dick (tie)
13. Steve Hulet
14. Jay Lewis
15. Gene Hester
16. Gene Davenport
17. John Harrison
18. George Schmidt
19. John Skifstrom
20. Bill Bobo
21. Bob Roady (tie)
21. Doug Leach
22. Joe Timmons
23. Frank Herrera
24. John Welborn
25. Matt Willis
26. Larry Bird
27. John Lewis
28. Dave Smith
29. Tom Boltz
30. C.D. Maxfield
31. Stan Dick
32. Rod Sellers (tie)
32. Ron Williams (tie)
33. Dick Marrow
34. Gene Anderson
35. Eddie Tanori
36. Fred Kalmick
37. Ron Grieve (tie)
37. John Lee (tie)
38. Don Silling
39. Jack Leach
40. Bud Denslow

## KCMC SCRAMBLES
**Hanford, Calif.**
**Sun., March 3, 1968**

**125cc NOVICE/AMATEUR**
*1. Gary Maulden — Hod
*2. Norm Shields — M-B
3. Buck Horton — Yam

**250cc NOVICE**
*1. Ken Wise — H-D
*2. Joe Engleman — Kaw
3. Ron Tobey — Bri

**250cc AMATEUR/EXPERT**
*1. Harvey Bakker — Bul
*2. Jim Keener — Bul
3. George Holland — Bul

**OPEN NOVICE**
*1. Dale Graham — BSA
*2. Robbie Collins — Tri
3. Larry Coday — Tri

**OPEN AMATEUR**
*1. Don McKay — Tri
*2. Joe Gordon — Tri
3. Darrell McCaulley — BSA

**OPEN EXPERT**
*1. Ken Henson — Tri
2. Clinton Howe — Tri
3. Keith Thomas — Tri

* Designates Trophy Winners

## JACKRABBITS HARE SCRAMBLES
**Mojave, Calif.**
**Sun., March 17, 1968**

**BIG BIKES**

| | | | |
|---|---|---|---|
| 1. | Gene Smith | Op Ex | Tri |
| 2. | Mike Patrick | Op Ex | Nor |
| 3. | Steve Staats | Op A | Bul |
| 4. | Spence Windbiel | Op A | Tri |
| 5. | R. Burak | 500 N | — |
| 6. | R. Darnell | 250 E | Gre |
| 7. | J. Byers | Op E | Tri |
| 8. | M. Burke | Op E | Tri |
| 9. | R. Fry | 500 E | Hus |
| 10. | G. Cole | 250 E | Gre |
| 11. | J. Foster | Op E | Tri |
| 12. | B. Hutton | Op E | Tri |
| 13. | Al Rogers | Op E | Tri |
| 14. | D. Bohannan | Op E | Tri |
| 15. | B. Smith | 250 N | Hus |
| 16. | A. Gibe | 500 N | Hus |
| 17. | C. Hockie | 250 E | Gre |
| 18. | J.N. Roberts | 500 E | Hus |
| 19. | B. Harry | 250 E | Gre |
| 20. | L. Bergquist | 250 E | Bul |

**TRAIL BIKES**

| | | |
|---|---|---|
| 1. | J. Morgan | E |
| 2. | D. Goldsmith | A |
| 3. | E. Jensen | E |
| 4. | C. Thomas | E |
| 5. | D. Purcell | N |
| 6. | R. Barnett | E |
| 7. | F. McDougal | N |
| 8. | K. Parks | N |
| 9. | B. McLaughlin | E |
| 10. | B. Peters | N |

(For further information call Pete at Norm Reeves 869-0600. These results are unofficial.)

## HI-BOOTS TT SCRAMBLES
**Dehesa, Calif.**
**Sun., March 10, 1968**

By Bill Hamer

**100cc NOVICE MAIN**
1. C. Claydon — Kaw
2. R. Silverthorn — Hod
3. D. Stauffer — Bul

**100cc EXPERT MOTO-X**
1. J. McGuire — Hod
2. E. Barker — Hod
3. J. Harmon — Yam

**200cc MOTO-X**
1. D. Silverthorn — Bul
2. T. Leque — Bul
3. E. Murie — Bul

**250cc NOVICE MAIN**
1. R. Vanderpool — Yam
2. W. Clark — Kaw
3. D. Roll — Bul

**250cc EXPERT MAIN**
1. W. Ring — Ben
2. W. Hosaka — Bul
3. H. Hayes — H-D

**500cc MOTO-X**
1. R. Vanderpool — Yam
2. D. Molitor — Bul
3. D. Struthers — Mat

**OPEN NOVICE MOTO-X**
1. G. Pendleton — Tri
2. E. Barker — Tri
3. J. Hoy — Tri

**OPEN EXPERT MOTO-X**
1. A. Finan — Tri
2. M. Carter — Tri
3. J. Harmon — Nor

## HORSE RIDGE HARE SCRAMBLES
**Bend, Oregon**
**Sun., March 3, 1968**

By Larry Ulrich

**100cc CLASS**
1. Russell Hisaw — Hon
2. Roy Bly — Hon
3. Jim Robertson — Hon
4. Dale Bly — Hon

**250cc CLASS**
1. Ron Rogers — Gre
2. Phil Howard — Gre
3. Jim Watts — Gre
4. Lee Demaris — Bul

**OPEN CLASS**
1. Mark Tennyson — Hus
2. Larry Buchanan — Gre
3. Don Privatsky — Mai

## MOTO CLUB LATINO TT RACES
**Mexicali, Mexico**
**Sun., March 10, 1968**

By Nora Ray

**50cc CLASS**
1. Guilleno Sanchez — Yam
2. Oscar Lujan — Hon
3. Leonardo Medina — Kaw

**100cc CLASS**
1. Roy Spiker — BSA
2. Mike Lanphere — Hod
3. Richard Ray — Hod

**175cc CLASS**
1. Leonardo Medina — Kaw
2. Richard Ray — Hod
3. Enrique Martinez — Yam

**250cc CLASS**
1. Yater Reynolds
2. Roy Spiker
3. Ruben Avila

**OPEN CLASS**
1. Yater Reynolds
2. Ricky Williams
3. Paul Ronson

## LOS ANCIANOS MARCH HARE 75 MILE HARE SCRAMBLES
**Ocotello Wells, Calif.**
**Sun., March 10, 1968**

| | | | |
|---|---|---|---|
| 1. | *D. McCarley | 250 E | Mon |
| 2. | *J. Kremp | 500 E | Tri |
| 3. | *B. Cornell | Op E | Tri-Met |
| 4. | *C. Calvert | 500 N | BSA |
| 5. | Z. Prather | Op E | Tri-Met |
| 6. | W. Albright | 500 E | BSA |
| 7. | G. Fetty | 500 E | Gre |
| 8. | *H. Backer | 250 E | CZ |
| 9. | *R. Vesco | 100 E | Yam-Sac |
| 10. | B. Deutschman | 250 E | Gre |
| 11. | G. Vayda | Op E | Tri-Met |
| 12. | F. Banor | 500 N | BSA |
| 13. | J. Martin | 500 E | Mat |
| 14. | R. Martin | 500 E | Hus |
| 15. | *A. Brookman | Op N | Tri |
| 16. | *D. Dixon | 250 A | Gre |
| 17. | M. Fox | 250 A | CZ |
| 18. | J. Cates | 250 E | Bul |
| 19. | *J. Abbate | 100 N | Hod |
| 20. | *K. Adams | 250 N | Gre |
| 21. | L. Dobbs | Op N | Mat |
| 22. | *B. Newgent | 100 E | Hod |
| 23. | B. Bowling | 250 N | Mai |
| 24. | B. Willis | 100 E | Bul |
| 25. | H. Gunn | 100 E | Hod |
| 26. | G. Luck | 100 E | Sac |
| 27. | T. Tobin | 250 N | Gre |
| 28. | W. Cooley | 500 E | Bul |
| 29. | C. Henderson | 100 E | Hod |
| 30. | *G. Hawks | 100 N | KWS |
| 31. | H. Law | 500 N | BSA |
| 32. | D. Armstrong | 100 E | Hon |
| 33. | G. Batchelder | 250 E | Jaw |
| 34. | S. King | 250 E | Gre |
| 35. | *Y. Goodman | P.P. | Hod |
| 36. | M. Gooding | 500 E | Mai |
| 37. | C. Gooding | P.P. | Hod |
| 38. | J. Martin | P.P. | Hod |
| 39. | L. Rosa | 100 N | Hod |
| 40. | R. Adams | P.P. | Sac |

*Trophy Winners — 70 Total Entries

## PONDEROSA HARE SCRAMBLES
**Lancaster, Calif.**
**Sun., March 3, 1968**

By Jack Ross

**TRAIL CLASS**
116 Entries, 74 Finishers
58 Trophies
*Denotes Trophy Winner

* 1. Roy Barnett — Hod
* 2. Gene Souza — Hod
* 3. Tom Hoyle — Hod
* 4. Mark Rader — Hod
* 5. Jeff Heininger — Hod
* 6. Jack Spencer — Hod
* 7. Carroll Ditson — Hod
* 8. Larry Mullen — Hod
* 9. Gary Richter — Hod
*10. Ian Drake — Hod
*11. Hugh Gipe — Sac
*12. Mary Brooks — Bul
*13. Paul Nuckles — Zun
*14. Andy Wilson — Hod
*15. Jim O'Neal — Bul
*16. Gary Corn — Hod
*17. Steve Rauch — Hod
*18. Bill Stromberg — Hod
*19. Denny Groover — Hod
*20. Tom Ferris — Hod
*21. Tommy Brooks Jr. — Hod
*22. Monte Lee — Hod
*23. Jack Verbois — Zun
*24. Ron McAlister — Hod
*25. Jim Woods — Hod
*26. E.J. Steffen — Yam
*27. Steve Fortner — Hod
*28. Michael Rendich — Bul
*29. Wes Anderson Sr. — Hod
*30. S. Dalton — Hod
*31. Dan Willits — Hod
*32. S.R. Elsner — Bul
*33. R.A. Pearson — Hod
*34. Tex McAlister — Hod
*35. Edward Barnes — Hod
*36. John Gallarza — Hon
*37. Matt Thomas — M-B
*38. Robert Herron — Hod
*39. Randy Holt — Hod
*40. Irwin Thaler — Bul
*41. Dave Sullivan — Hod
*42. Walt Bird — Hod
*43. John Pizeiss — Hod
*44. Bob Parks — Hod
*45. Wayne Taliaferro — Hod
*46. Jim Woods — Yam
*47. David Garber — Hod
*48. Don Blain — Hon
*49. Louie Sisco — Hod
*50. Tom Mullen — Hod
*51. Bob Rendich — Zun
*52. Jerry Hubbard — Hod
*53. Lynn Wilson — Hod
*54. W.G. Hunter — Hod
*55. Doug Fuhrman — Hon
*56. J.P. Parduis — Suz
*57. Ken Whitney — Hod
*58. Randy Hodges — Hon
59. Dee Ingram — Hod
60. Bob Spencer — Hod
61. Gary Brown — Hod
62. J. Dupuis — Bul
63. Gary Rendich — Hod
64. Ronald Bechard — Hod
65. Joe Lynch — Hod
66. Jerry McNeal — Bul
67. Bob Shepard — Bul
68. Ralph Gulledge — Hod
69. E. Campbell — Hod
70. Harold Williams — Hod
71. Jack Harter — —
72. Ray Isaac — Hod
73. Richard Gilstrap — Bul
74. L.C. Sheridan — Bul

**OPEN CLASS—104 Entries, 75 Finishers, 52 Trophies**

* 1. Ron Fry — Hus
* 2. Jim Camarat — Tri
* 3. Ray Johnson — Hus
* 4. Bill Hutton — Tri
* 5. Garry Schuelke — Bul
* 6. Gary Westergaard — Bul
* 7. Tom Muto — Gre
* 8. Darryl Ellis — Hus
* 9. Russ Woodworth — Hus
*10. Glenn Peterson — BSA
*11. James Close — Gre
*12. Tom Zarp — Hus
*13. Gary Randal — Tri
*14. Gary Leupold — Tri
*15. Ken Knowles — CZ
*16. Wes Brewer — Mai
*17. John Good — BSA
*18. Charlie Hermansen — Gre
*19. Robert Higbee — Bul
*20. Don Bernard — Bul
*21. Jack Dunham — Tri
*22. Dave Bernhardt — Tri
*23. Gary Colberg — Hus
*24. Bill Bradshaw — H-D
*25. Jim Holmes — Tri
*26. John Barker — Hus
*27. Lane Riedel — Tri
*28. Art Dever — Bul
*29. Jim McCoun — Bul
*30. Rod Corning — Tri
*31. John Warren — Kaw
*32. Jim Cavin — Bul
*33. Ed Meyers — Hus
*34. C.H. Parlee — Tri
*35. Stan Labonawski — Bul
*36. Dennis Bukin — Gre
*37. Chuck Williford — H-D
*38. Jerry Kindsvogel — Mon
*39. Odie Waltman — Tri
*40. Harold Halgath — H-D
*41. Frank McNabb — Bul
*42. Phil Hoebel — BSA
*43. Rudy Lucero — Bul
*44. Dennis Knudsen — Bul
*45. Claude Wilson — BSA
*46. Carroll Skov — Bul
*47. Ed Scott — Bul
*48. Jim Simpson — Gre
*49. Bob Bean — Hon
*50. Bob Haynes — Hon
*51. Don Wolfe — Gre
*52. Tom Horton — Gre
53. Bob Scarborough — BSA
54. Harry Koeslag — Tri
55. Gene Parker — Tri
56. Tom Jacobs — Hus
57. Don Lessin — Hus
58. Tim Donelan — AJS
59. Frank Malis — Bul
60. Bruce Carver — Gre
61. Craige Adams — Vil
62. Ed Ekdahl — Tri
63. Dick Hohman — Tri
64. Claire Hartman — Duc
65. Gordon Moore — Jaw
66. Eckley Tur — Vel
67. Mike Gentry — Gre
68. Rich Cary — Bul
69. Mike McCreery — Mai
70. Larry Howard — Hon
71. Al Meek — Tri
72. Jim Anderson — Kaw
73. Pete Violette — Tri
74. Frank Gerwat — H-D
75. Don Davis — Gre

## FOUR-ACES TT SCRAMBLES
**Adelanto, Calif.**
**Sun., Mar. 10, 1968**

**50cc NOVICE MOTO**
1. Steve Herrera — Hon
2. Floyd Lewis — Yam
3. Arthur Moya — Hon

**50cc AMATEUR/EXPERT**
1. Steve Nichols — Hon
2. Jay Lewis — Yam
3. Rick Parker — Hon

**100cc NOVICE**
1. J. Gilchrist — Yam
2. K. Redding — Tri
3. A. Skiel — Hon

**100cc AMATEUR**
1. G. Bezans — Hod
2. G. Scott — Hon
3. L. Beall — Bri

**100 EXPERT**
1. S. Nichols — Hon
2. T. Judge — Bul
3. J. Connolly — Hod

**125-175 AMATEUR/EXPERT**
1. S. Bast — Bul
2. D. Yerkes — Bul
3. L. Beall — Bri

**200 AMATEUR/EXPERT**
1. M. Bast — Bul
2. D. Sowell — Bul

**250 NOVICE**
1. E. Shinault — Hus
2. J. Lindeberg — Gre
3. T. Gayle — Hus

**250cc AMATEUR**
1. E. Olsen — Bul
2. D. Hansen — Bul
3. J. Hagey — Bul

**250cc EXPERT**
1. R. Scott — Bul
2. F. Edwards — Yam
3. G. Landry — Bul

**350cc NOVICE**
1. L. Garban — Bul
2. G. Lay — Hon
3. J. Wiettgen — Hon

**500cc NOVICE**
1. D. Stinsen — Tri
2. G. Shafer — Tri
3. J. Garban — Tri

**350-500cc AMATEUR**
1. B. Bell — Hon
2. W. McAllister — Tri
3. S. Harlow — BSA

**350-500cc EXPERT**
1. R. Scott — Bul
2. R. Knowles — BSA
3. T. Denils — H-D

**OPEN NOVICE**
1. J. Welles — Tri
2. D. Allen — Tri
3. J. Maupin — Tri

**OPEN AMATEUR**
1. G. Smith — Tri
2. D. Allen — Tri
3. J. Morairty — Tri

**OPEN EXPERT**
1. T. VanAcker — Tri
2. T. Dorsch — Tri
3. H. Bast — Tri

**SIDE HACKS**
1. D. Roesch—J. McNeal — H-D

**POWDER PUFF**
1. K. Struble — Hod
2. D. Connally — Hod
3. M. Harnisch — Hod

# RESULTS

## KERN CO. TRAIL-BLAZERS SCRAMBLES
**Taft, Calif.**
**Sun., March 3, 1968**

By Harry Ghent

**TRAIL BIKES**
(#1 Course — 5 Laps)

| | | | |
|---|---|---|---|
| Mike Lane | B | Nov | Hod |
| Fred Gregory | B | Nov | M-B |
| C.T. Garrett | B | Nov | Yam |
| Mike Drews | x | Ex | Hod |
| Thomas Smith | x | Ex | Hod |
| Herschel Spurlock | x | Ex | Kaw |
| Bill Keen | x | Ex | Sac |
| Carmon Minder | B | Nov | Sac |
| Bob Wade | B | Nov | M-B |
| Dillon Cook | B | Nov | Hon |
| W.L. Gregory | B | Nov | M-B |
| Dale Medford | B | Nov | Hod |
| Joe Krugh | A | Am | H-D |
| Randal Rankin | B | Nov | Hon |
| David Schjeldahl | B | Nov | Suz |
| Walt Steagall | B | Nov | Suz |
| L. Fenderson | B | Nov | M-B |
| Don Andveath | B | Nov | Hon |

(#2 Course — 4 Laps)

| | | | |
|---|---|---|---|
| Mike Drews | x | Ex | Hod |
| Carmon Minder | B | Nov | Sac |
| W.L. Gregory | B | Nov | M-B |
| Nels Jensen | B | Nov | Hod |
| James Crummett | B | Nov | Hon |
| Dale Medford | B | Nov | Hod |
| Randal Rankin | B | Nov | Hon |
| L. Fenderson | B | Nov | M-B |
| Bill Keen | x | Ex | Sac |
| Dave Schjeldahl | B | Nov | Suz |
| Dillion Cook | B | Nov | Hon |

Total of 47 Riders

**LIGHTWEIGHTS**
(1st Course — 7 Laps)

| | | | |
|---|---|---|---|
| Al Hillan | x | Ex | Hus |
| Herschel Spurlock | x | Ex | Kaw |
| David Powell | B | Nov | Hus |
| Billy Woods | B | Nov | Bul |
| Tom Brimage | A | Am | Kaw |
| J.P. Wilson | B | Nov | Hon |
| Larry Brooks | B | Nov | Mon |
| J. Abrahamson | x | Ex | Duc |
| Bill Block | B | Nov | Jaw |
| Norman Silva | B | Nov | Bul |
| Steve Snider | B | Nov | Bul |
| Jim Barrett | x | Ex | Bul |
| Gary Sweaney | B | Nov | Kaw |
| John Urias | B | Nov | Bul |

(2nd Course — 5 Laps)

| | | | |
|---|---|---|---|
| Al Hillan | x | Ex | Hus |
| Billy Woods | B | Nov | Bul |
| Herschel Spurlock | x | Ex | Kaw |
| Norman Silva | B | Nov | Bul |

**HEAVYWEIGHTS**
(1st Course — 8 Laps)

| | | | |
|---|---|---|---|
| Bill Oliver | x | Ex | Hus |
| Cal Botlum | x | Ex | BSA |
| John Coots | x | Op Ex | Tri |
| Jack Monger | x | 500 E | Bul |
| Dwain Shockley | x | 500 E | Bul |
| Bob Flint | x | 500 E | Tri |
| Ray Ruppel | A | 500 A | Tri |
| Ed Taylor | B | 500 N | Mat |
| Bob Williams | B | Op N | Tri |
| Cliff Gentry | B | Op N | Tri |
| Jim Smoot | B | Op N | Tri |
| Joe Block | B | Op N | Tri |
| Frank Conley | x | 500 E | Tri |
| Bill Davis | B | Op N | Tri |
| Roger Ritchie | B | Op N | Tri |
| Tom Bradshaw | B | Op N | Tri |
| Leon Graves | B | Op N | Tri |
| Wendyle Aragon | B | 500 N | Mat |
| Glen Colby | B | 500 N | Mai |

(2nd Course — 6 Laps)

| | | | |
|---|---|---|---|
| Cal Botlum | x | 500 E | BSA |
| Ray Yinger | B | 500 N | Mat |
| Jack Monger | x | 500 E | Bul |
| John Coots | x | Op E | Tri |
| Dwain Shockley | x | 500 E | Bul |
| Norm Enderle | x | Op E | Tri |
| Bob Flint | x | 500 E | Tri |
| Rob. Williams | B | Op N | Tri |
| Jim Smoot | N | Op N | Tri |
| Joe Block | N | Op N | Tri |
| Bill Oliver | x | 500 E | Hus |
| Ron Ely | B | Op N | Tri |
| Cliff Gentry | B | Op N | Tri |
| Charles Wilson | B | 500 N | Hus |
| Bill Steagall | B | Op N | Tri |
| L. Fairbanks | B | Op N | Tri |
| T. Bradshaw | B | Op N | Tri |
| Glen Colby | B | 500 N | Mai |
| Leon Graves | B | Op N | Tri |
| N. Hoffman | B | 500 N | Hon |
| Bill Davis | B | Op N | Tri |
| Wendyle Aragon | B | 500 N | Mat |
| Frank Conley | x | 500 E | Tri |

Total of 59 Entries
Grand Total of 139 Entries

## WOODLAND SCRAMBLES
**Woodland, Wash.**
**Sun., March 3, 1968**

By G. Robt. Schwartz

**OPEN TROPHY DASH**
1. S. Tomasie

**A MAIN**
1. B. Fuller
2. S. Tomasie
3. D. Holten

**B MAIN**
1. S. Saunders
2. H. Schram

**C MAIN**
1. S. Holton

**250cc TROPHY DASH**
1. B. Cook

**A MAIN**
1. L. Parker
2. B. Cook
3. D. Barron

**B MAIN**
1. P. Whenton
2. J. McNelly

**C MAIN**
1. S. Tomasie

**200cc TROPHY DASH**
1. Larry Parker

**A MAIN**
1. Gary Kapus
2. Larry Parker
3. Dick Wall

**B MAIN**
1. Lem Foster
2. Bill Duback

**C MAIN**
1. Ken Hart

**100cc TROPHY DASH**
1. G. Kapus

**A MAIN**
1. G. Kapus
2. D. LaPore
3. M. McCall

**B MAIN**
1. D. Sheldon
2. D. Ditter

**C MAIN**
1. J. Doyle Jr.

**360cc TROPHY DASH**
1. Bill Cook

**A MAIN**
1. Bill Cook
2. Larry Parker
3. Squire Tomasie

**B MAIN**
1. John Kaelin
2. Jim Coulfas

## IRWINDALE DRAG RESULTS
**Sun., March 10, 1968**

**TOP BIKE:**
McEvoy & Martinez — Tri — 9.63—157.00

**RUNNER UP:**
Bob Ebeling — Tri — 10.29—136.00

## LIONS DRAG RESULTS
**Sun., March 10, 1968**

**STOCK STREET:**

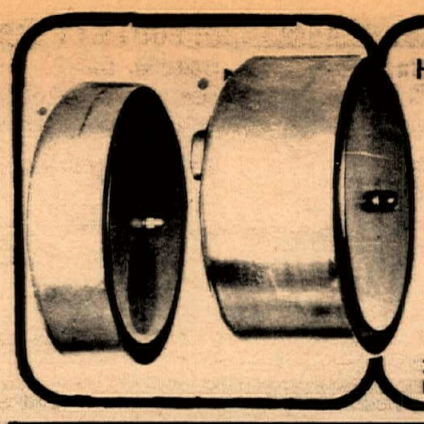
| | | | |
|---|---|---|---|
| A — Ed McDonald | H-D | 14.89 | 94.01 |
| C — Sommers | Suz | 13.50 | 98.15 |
| D — E. Franz | Yam | 15.89 | 80.21 |
| E — J. Ellison | Suz | 16.87 | 74.87 |
| F — P. Burnett | Yam | 21.06 | 58.00 |

**MODIFIED STREET:**

| | | | |
|---|---|---|---|
| A — Brackett & Miller | H-D | 11.98 | 110.83 |
| C — Harry Couch | Tri | — | — |
| D — Jack Murphy | Suz | 12.48 | 107.90 |
| E — S. Smith | Kaw | 13.63 | 96.25 |
| F — Burnett | Yam | 16.91 | 73.71 |

**GAS:**

| | | | |
|---|---|---|---|
| A — Morrow | H-D | 11.40 | 118.78 |
| B — J. Nance | Tri | 11.86 | 111.38 |
| D — Leonard | Hon | 13.19 | 95.94 |
| E — Korman | Suz | 12.24 | 108.56 |

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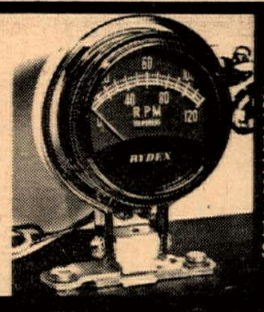

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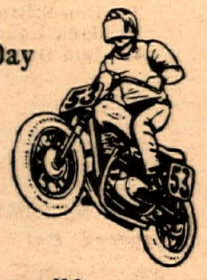

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Make Motor_____ Engine Number_____ Cu. In._____
I will enter in the_____Class. Novice ☐ Amateur ☐ Expert ☐
Riding or Sidecar Partner_____
If under 21 years of age, Parent or Guardian must sign_____
I have read this entry blank. Yes ☐ No ☐
Signature required_____

Under the rules and sanction of the American Motorcycle Association, I hereby agree to conform to and comply with the rules governing this contest in connection with the Competition Rules of the American Motorcycle Association and the District 37 Sports Committee; and I further agree to hold blameless the American Motorcycle Association, the contest committee, the sponsoring organization and any property owner or owners, for any loss or injury to myself or property in which I may become involved by reason of participation in this contest. I do also agree to assume responsibility for any property damage which I knowingly initiate.

Entries Open March 15, 1968
Close May 1st 12 midnite

Mail Entries to: Lightweight Classes
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6801 N. Valley Circle Blvd.
Canoga Park, Calif. 91304

Heavyweight Classes
Steve Chambers
18444 Collins St.
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# TT MOTO-X LATINO STYLE

Rompin' Roy Spiker (7) took 100cc class on his Bridgestone, came back on same bike to finish 2nd in 250cc event.

Story and Photos by Nora & Richard Ray

The Date: Sunday, March 10
The Object: Fun
The Place: Mexicali, Mexico

TT racing was the order of the day in the second event held this year by the Moto Club Latino.

Things ot off to a good start with the Mexican-dominated 50cc class. The only American rider in this group was Nora Ray, a girl from Gardena, Calif., who finished third in the first moto, but was forced to retire after crashing in the second one. With nine bikes making up this class, there were many good battles going on, but in the end it was G. Sanchez (Yamaha) and O. Lujan (Honda) tied for first, with Leonardo Medina (Kawasaki) getting a well-earned third. In the run off, Sanchez outran Lujan to take first place honors.

## Spiker Nails 'Em

The 100cc class was just the opposite, with all three trophies going to American riders. Roy Spiker on his ultra-hot Bridgestone was never challenged for first place, but a real contest went on for second. Mike Lamphere (Hodaka) finally emerged as the winner of the second place gold, with Richard Ray (Hodaka) fighting off Enrique Martinez for third.

L. Medina came back on a larger Kawasaki to grab off first place in the 175cc class. He didn't do it easily, though. Dick Ray on his Hodaka was right on Medina's tail in all three motos, with Enrique Martinez on the Yamaha not far behind the first wo.

The 250 and Open Classes again provided a great share of the entertainment Yater Raynolds, the eventual winner in both classes, had to push his Kawasaki pretty hard in order to stay ahead of Roy Spiker on his same Bridgestone 100. Everyone was amazed at the way that little bike could move. Ruben Avila on his 230 Ossa did some pretty fancey riding and ended up with a well-deserved third place in the 250 class.

## Two For Raynolds

Raynolds again fought hard and came out the winner in the Open Class. R. Williams and his BSA put up a good fight, but broke down in one moto and could not make up enough points to win. Paul Ronson on a Velocette managed to beat out hard riding Ruben Avila on his Ossa, for third.

When the races were over, trophies for the day were presented. Since motocross scoring was used, a trophy was also given to the overall point leader. This lucky fellow turned out to be the Bridgestone kid, Roy Spiker.

All in all, it was a very exciting day. The races were very well organized and the track was in good shape, so everyone had a lot of fun and is eagerly awaiting the next time.

(Results on page 20)

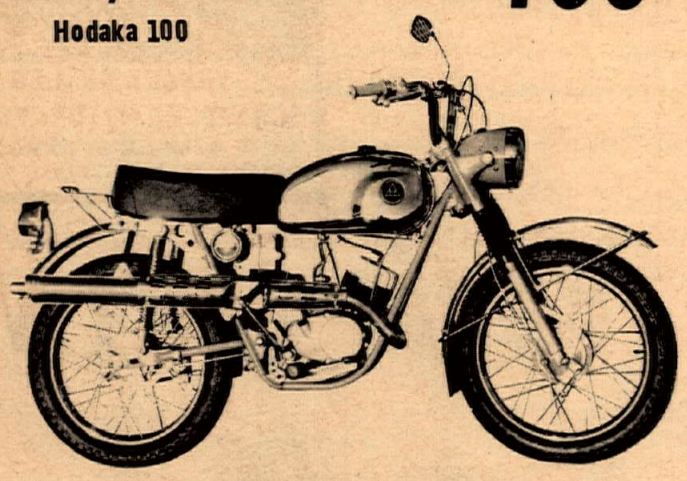
Two-fifty event finds Kawasaki-mounted Yater Raynolds leading Roy Spiker, Larry Phillips and Ruben Avila through the dusty turns.

Now the Open Class boys are underway, with Ricky Williams (13) rear-wheeling to an early lead. At far right with no number is Yater Raynolds, eventual winner.


*For Winability See Don & Ray*

March 10, 1968
Adelanto TT Scrambles
100cc AM Class
**1st Gary Bevans**
Hodaka 100

**100**



**5 SPEED**

March 17, 1968
Littlerock TT Scrambles
100cc Nov. Class
**1st Don Bevans**
Hodaka 100

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# HORSIN' AROUND AT HORSE RIDGE

Story and Photo by Larry Ulrich

CZ-mounted Arvin Cox leads Larry Long at Bend, Oregon "Horse Ridge Hare Scrambles" in the 250cc event. After holding the advantage for 10 of 15 laps, Cox was forced out with mechanical woes and Ron Rogers went on to win.

It was T-shirt weather for the running of the Cascade M.C.'s Horse Ridge Hare Scrambles in Bend, Oregon on March 3. Mud riders from the Williamette Valley could hardly believe all the dust they encountered at the last winter event at the season in sunny central Oregon.

To avoid confusion, each class was run separately. The 100cc race was scheduled for 10 laps over the 3-mile desert course, but during practice some riders were taking 15 minutes to make one circuit, so it was cut to 5 laps. Two men swapped the lead. Russell Hisaw of Primeville, Ore. led the first lap, then Jim Robertson of Sweet Home, Ore. took over. But the eventual winner was young Hisaw on a Honda.

The 250cc race was led by Bend motorcycle dealer Arvin Cox for 10 laps, when a broken condenser lead put him out. Greeves-mounted Ron Rogers of Nampa, Idaho held first place for the remaining five laps to win.

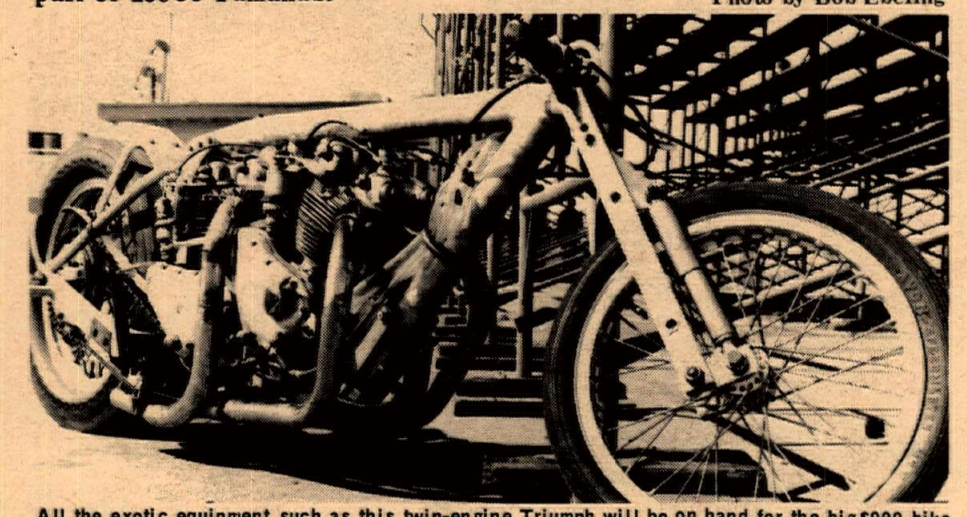
The Open Class event saw Dick Jagow of Portland jump into the lead on his Matchless single, with Mark Tennyson (Husqvarna) in hot pursuit. But Jagow stretched his advantage considerably... until running out of gas on the 15th lap. The win then went to Tennyson, of Boise, Idaho, leaving Jagow to contemplate on his recent run of bad luck in the central Oregon region.

(Results on page 20)

# DRAG RACING

**Husband and wife team enters Lions Drag Strip competition on a pair of 100cc Yamahas.**

Photo by Bob Ebeling



All the exotic equipment such as this twin-engine Triumph will be on hand for the big $900 bike meet at Lions Drag Strip March 23.

By Bob Ebeling

The results of petite and very feminine Pat Burnett's day's racing made spectators forget the lure of large engine displacements and ultimate speeds and elapsed times. The spectators' cheers to a victor when Pat defeated Mike Valisco and his 180cc Bridgestone left mental scars on Mike that he won't forget for a long time. But remember Mike, she's just a girl!

Pat's husband is manager of Motorcycle Salvage in Azusa and it's quite appropriate to assume he supervises the collection of just the good parts. His Yamaha won the F modified laurels at 16.91 seconds and 73.71 miles per hour.

But, I left out just how the 100cc Yamaha managed to defeat the 180cc Bridgestone. It seems that Valisco was so upset by his shapely opponent, that his eyes couldn't see the fuel tank petcocks and as a result the lines were dry at an eighth-mile and Pat's Yamaha cruised by just as though she and it were the only ones that had a right to running the quarter mile.

## Fastest and Quick

A stock 500cc Suzuki proved to be the fastest and quickest of the stock classed street machines.

A gentleman by the name of Sommers established a quarter-mile sprint that was more than a second quicker and four miles an hour faster than the biggest Harley. His class winning ticket bore the figures of 13.50 seconds and 98.15 seconds.

The machinery with a little polish and pieces were led by Brackett and Miller's Harley-Davidson Sportster. We all know that Brackett does the polishing and Miller puts the pieces together and the combined efforts produced a worthy elapsed time of 11.98 seconds accompanied by 110.83 miles per hour.

Quite a few gassers made the drag scene and this avante group was led by a Harley-Davidson ridden by Morrow. This top gasser turned in 11.40 and 118.78 for winner's glory.

Jerry Nance was second best in terms of top time, but the run of 11.86 seconds and 111.38 miles per hour was the best yet for his 650cc Triumph.

## Irwindale

As per the usual contribution to spectator delight, six fuel bikes made up the contention list in the race for top bike.

Art Houston, Tri.; Kotalack, Vincent; Don Harris, twin-engine Tri.; McEvoy-Martinez, twin-engine Tri.; Richards & Cook, 45-inch Tri.; and Ebeling, 40-inch Triumph.

McEvoy and Martinez led the qualifying field with a best run of 9.74 seconds and they were yet to clock an even better days run as eliminations progressed.

One by one the field was decreased until only two remained for the final race; Ebeling and McEvoy-Martinez.

Ebeling's best elapsed time ticket read 10.29 seconds and Buddy Martinez had ridden the 180-degree timed twin-engine beast, to a best of 9.63 seconds.

Was there a chance for the single engine machine? As all competitors know, there is always a chance for every square inch of the quarter-mile and only the electronic eyes at the end will tell.

And they told the winner on this elimination sprint as the McEvoy-Martinez double-tripped the timing beam in 9.94 seconds. Ebeling followed through the traps in 10.31 seconds. Twin engines, well tuned, had clocked a day's best speed of 157 miles per hour, while the single engine Triumph turned 136 miles per hour.

## Bakersfield

Not too much to tell about an event 130 miles away from home base with only three bikes entered for a top bike race.

Bob Braverman's twin-engine Yamaha provided a good show with consistent runs in the mid-ten-second bracket and Joe Smith's Harley-Davidson along with Boris Murray's twin-engine Triumph were plagued with problems.

Murray broke a wheel and God only knows what else! Joe Smith was seated in a forlorn corner of the pits, rasping at the cylinders with a fine file to try and seat a pair of poorly matched surfaces that prevented good runs.

But as grim as things looked on the days preceding Sunday, Laidlaw Harley-Davidson can have even more faith in Joe Smith's perserverance. That file must have been handled just right. When it came time for the top bike race, Murray had been eliminated and Joe Smith and Braverman were to have at it!

When this moment of truth arrived Joe Smith turned his best elapsed time of two days and put Braverman down in the top bike dash. Joe Smith turned 10.21 seconds and 139 miles per hour. Cheers for the 44 brand, "Hip, Hip, Hooray, Harley!"

## Due Respect

El Dorado Raceway of Sacramento, Calif., is managed by Mr. Kerry Clark, a long time and well known devotee of motorcycles. What better proof can be given than his last week's participation in an act of memorium to Eddie Witt, deceased cycle drag racer. Eddie met with the sad misfortune of fate and God in an automobile accident that snuffed out his days of active racing and living the good life at El Dorado.

Eddie Witt resided in Carmichael, Calif., and was buried after services in Modesto, Calif.

Eddie had successfully campaigned and represented cycle drag racers on a 350cc Honda that had made a mantlepiece resplendant with trophies.

On Sunday, March 3, all racing was brought to a halt, automotive and cycle alike. A gentleman by the name of Dale Southern, Eddie Witt's closest friend, grasped the handlebars of Witt's Honda drag bike and walked it down the full quarter-mile as 100 friends and acquaintances followed in a respectful silent parade. As the procession trekked the distance, "Arnie" Auering, the El Dorado announcer paid tribute to Witt with sincere simplicity. "He was one of the most popular and well liked guys around."

Thanks Mr. Kerry Clark, El Dorado manager, for the due respect given.

## Next Saturday

It's the big 900 dollar purse bike meet race day, Saturday, March 23rd. Gates at Lions Drag Strip open at 1:30 p.m., a chance for everyone with ten or more E.T. brackets.

Also a reminder that Irwindale Raceway is now operating on Saturdays with gates open at 1:00 p.m. There will be no competition for bikes on Saturday the 23rd, it's all a day reserved for Lions' action!

(Results on page 20)

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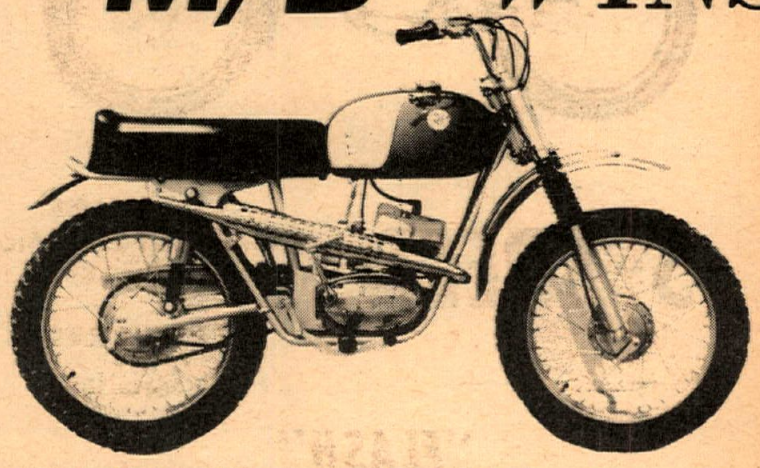

Yakima Wash. Moto—cross March 10
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5 of first 8 places were M/B
TT Scrambles Hollister, Calif. March 10
Jack Jensen 1st 100cc Ex
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# THE FINISH LINE

By Roxy Rockwood

Daytona keeps its reputation as the big one with more color, factory effort and loads of talent. No other race in America challenges this speed week for all out effort and color.

The new Harley-Davidson team was the talk of the track and rightly so as they looked and acted like Pros from start to finish. The machines and riders were orange, black and white and there was no mistaking who they were. They were the riders to beat in the 200 miler and they proved it – although six of the original seven were not around at the finish.

H-D had been turned back two straight years by Triumph and the all out effort by Milwaukee paid off. If you want to win Daytona now or any other time in the future it will take a 100% effort by riders and factory alike.

Yamaha, who has gobbled up four straight wins in the 250cc 100 miler, tried for the 200 as well this year and put two of the top three into the winner's circle. Not bad for only the second try.

### Canada, England, Greece & Costa Rica

It was the first California 200 mile win since Ralph White won it back in '63. If you want to win Daytona, move to San Diego. Ralph called it home when he won and Rayborn still lives there.

The many Europeans and Canadians on hand greatly added to the show. Although many of them were a well kept secret until a few weeks before race time. England was represented by Phil Read, Rod Gould, Peter Williams and Tony Smith.

Canada was represented by Yvon Du Hamel, riding in his 7th 200 miler, and the lad from Greece via Canada, Andreas Georgeades. Mike Duff also entered under the Canadian banner but by the time you read this he will be a resident of the Los Angeles area.

From Japan came Mitsuo Ito and we even dug out a Costa Rican novice in the pits by the name of Alvaro Alvarado. There were probably a few more entered in the various classes but we were unable to find them before it was all over.

Read is a great rider and he more than proved it. He did, however, run into some off-the-track difficulties which are better left out of the newspaper at this time.

Gould never got a chance to prove that he is on par with Read and Duff as he crashed hard in the 50 race the day before the 200 miler and did not ride. Tony Smith, a BSA factory test rider, entered but blew his machine in the final practice.

To give you an idea of how progress marches on – the record set last year by Fred Nix in time trials would have placed him in the third row this year!! That's real progress on the part of Harley and Yamaha.

The Triumphs in time trials, were running no faster nor slower than they were a year ago. The Kings of '67 were supporting princes for '68 but you can bet they won't take it lying down.

BSA was a vastly improved machine on the outside but still has the same speed probelms that have held them back in previous years.

The Suzuki 500 surprised a lot of people, especially Dick Hammer, and Ron Grant pushed one to the finish and a fifth place money payoff. Hammer was surprised more than Grant as Dick had jumped off a Suzuki right before race time and onto Gould's Triumph. That also is another story that should have time to cool off before it is written.

### Casualty List

In the hard knocks column, or riders that fell off hard during practice or the actual races the lineup reads like this. Skip Van Leeuwen, Dick Hammer, Ralph White, Tom Rockwood, Ron Pierce, Walt Fulton, Cal Rayborn.

Yes, Rayborn actually fell early in the 200 miler but his was a type of spill where the rider stays on the machine and keeps going. They carried Cal into the winner's circle as his leg was cramped from being bashed.

For pure class at Daytona the Harley-Davidson team gets the award going away. They were an example of what all factory teams should look like. They were Pros from the start and it payed off. Many were impressed and color photos have been taken of the team to appear in the paper at a later date.

Yamaha, Kawasaki and Suzuki also were professional in looks, both men and machines. It is now up to Triumph and BSA to play the game the same way to give the sport a 100% team effort.

### Now, Ascot Under the Lights

The big one is over and for area riders it is time to look once again to Ascot and the double header for the first weekend in April. The half milers open it on Friday night with the TT riders under the lights for the first time this year.

Then it is on to the rest of the season and a weekly race at Ascot until the middle of next November. Pit gates at Ascot for all night events always open at 6 p.m. and close at 7:30 p.m. Race time on any Friday or Saturday night will be 8:15 p.m.

Riders who have an questions concerning Ascot should phone Referee Chub Kellam at OS 6-8124 after 6 p.m.

# WIFE FIRST, HUSBAND 7th IN PONDEROSA DESERT RACES

By Jack Ross

Veteran racer Ron Fry renewed his monthly duel with six-time winner Bill Hutton to cop his fourth win at Ponderosa, Calif., March 3. The three-loop win was hotly contested as fast-improving Gary Westergaard took the lead near the smoke bomb only to be passed by young Al Baker who led through the home check. Mechanical troubles beseiged Baker and Fry took over followed by Ray Johnson, Jim Camarat and Hutton. On the third loop Camarat began to move as the Vin Rose wore off and his creaky bones limbered up. Camarat passed Johnson to finish second behind Fry.

Hutton closed in fourth followed by Gary Schuelke and Westergaard. Seventy-five of the 104 Open Class riders finished, with 52 earing gold.

### Youth Vs. Age

Trail class action saw 74 of the 116 entries finish the three ten-mile loops. Fifty-eight riders won trophies. Tom Hoyle led Roy Barnett, Gene Souza and Jack Spencer through the first and second loops. Barnett and 52-years-young Souza moved past Hoyle to finish first and second ahead of Hoyle. Fifteen-year-old Mark Rader closed in fourth followed by Jeff Heininger and Spencer.

250 Expert Carroll Ditson finished seventh on his wife's trail bike while she scored laps. It was rather embarrassing for the former holder of lightweight desert number 2 as Jan, his Desert Daisy wife, has a first overall trailbike Ponderosa win to her credit.

After a dead last start, Wes Anderson Sr. was able to pass the home check ninth, only to lock bars with another rider and do a spectacular crash. Big Wes was able to finish 29th on his way in to have the ambulance attendant bandage his boo-boos.

The next Ponderosa Hare Scrambles will be held by the Greyhounds M.C. on Sunday, April 7, 1968. Each class will ride four loops as riders prepare for the championship to be held Memorial Day. All finishers of the 10-loop championship will win two- to four-foot trophies.

(Results on page 20)


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Photos & Story by Darryl Skrabak

About 15 years ago hot rodders were a national menace and Hollywood made movies about the dissipated lives they led.

So the nice kids who went to the movies saw how neat hot rods were. And they wanted rods, too.

Cycle Delicatessen proprietor Bob Moore is in center, brother Don (left) handles special paint work. James Rich (right) is road manager.

And they got them. Respectable-like.

Today the nice kids can walk into a car dealer's showroom and order a brand new supercar hot rod straight from Detroit.

Or they can mailorder a traditional rod built from new parts from any of several suppliers who advertise in the car magazines.

With the nice kids and now their parents all driving the latest approved model hot rod, Hollywood doesn't make movies about hot rods anymore.

Instead, Hollywood makes movies about motorcycle gangs.

And the nice kids, walking out of the moviehouse after watching Peter Fonda race across the screen astride a quivering, roaring, purple illegitimate sex symbol, get to feeling that the machine you meet the nicest people on isn't quite where it's at.

The nice kids want a mean, evil, fire-belching custom chopper motorcycle.

Where does a nice kid go to procure such a thing?

We may assume, being an average nice kid, he isn't ready to disappear into the underground chopper motorcycle world and spend months learning to build one himself.

So he simply goes down to his local custom chopper motorcycle store and buys one.

This story, with a little cutting and filing, is part of the business philosophy of Bob Moore.

Moore's business is supplying the custom chopper shop where nice people of all types – and all ages – can buy strange motorcycles. He runs the Cycle Delicatessen, located at 1529 South Victory Blvd. in Glendale, Calif.

The visitor to Moore's shop will not find the usual kind of motorcycle store.

The rows of factory-neat new motorcycles are missing from the showroom. In their place are a few bikes, and these are obviously not factory models, but carefully detailed customs.

The parts department lacks the usual shelves full of boxed and numbered parts. The Cycle Delicatessen sells custom and antique parts, many manufactured in the shop, or remanufactured. The customer may pick and choose according to what he wants, not by number.

In the shop motorcycles aren't worked on so much as they are built. Frames are lurking about in various stages of modification. The engines glow with chrome parts and exotic color.

In short, the Cycle Delicatessen compares to the more usual motorcycle shop in about the same way that a custom car shop relates to a Ford or Chevrolet dealership.

This comparison with car shops is not lightly taken by Moore. He aspires to becoming the George Barris of the custom motorcycle business.

He may well succeed in this endeavor. According to his appraisal of custom motorcycle marketing conditions, the situation for exploitation is ripe. Here he notes the past focus of Hollywood on hot rodding and the simultaneous burgeoning of a few specialized car shops as a kind of social indicator which is presently repeating itself in the motorcycle game.

According to his own experience, Moore believes his enterprise will be lucrative.

For five years Moore, now 23, built wild street bikes for himself in his own garage. But he was never able to keep one.

"I'd ride it around for a bit, and then someone would see it and demand to buy it," Moore says. "So I'd sell it to him, usually at a considerable profit. Then I'd build another bike and the same thing would happen all over again."

A year ago Moore, together with his brother Don and some of his friends, opened the Cycle Delicatessen.

The fledgling business did well, according to Moore. The shop was completely outfitted with the tools and equipment he used to prepare his previous machines. After a few months, a backlog of orders for 25 bikes had built up.

Then disaster number one struck in the form of an auto accident in which Don Moore was seriously injured. Disaster number two was another car wreck. This time Bob was out of action. The Cycle Delicatessen had to close its doors.

At this writing the Cycle Delicatessen is just reopening. Much of its shop equipment is gone, sold to pay for the brothers' medical bills.

Money is short, and Bob is seaching for financial assistance. He is also looking for good buys in machinery to replace his shop equipment. Among other items he needs a lathe, milling machine, drill press, bandsaw, air compressor and spray painting equipment, so enterprising suppliers, please note.

Despite his bad luck, Bob Moore is confident his business will prosper.

To the visitor he proudly shows his completed bikes, and the ones under construction. Custom show promoters telephone him to contract for display of his machines. There are examples on hand of the Harley-Davidson heads he modifies to accept one carburetor a piece, and the display case is well stocked with parts a chopper builder needs.

At present the Cycle Delicatessen is undergoing a "complete redecoratin."

"Come by in about two months," Moore told this reporter. "We'll have a grand opening and some new bikes. Guys who want to show their own bikes or stuff they make can call me and we'll have a real motorcycle show. There'll be a live band and motorcycle movies and the place will really be fixed up." We can hardly wait.

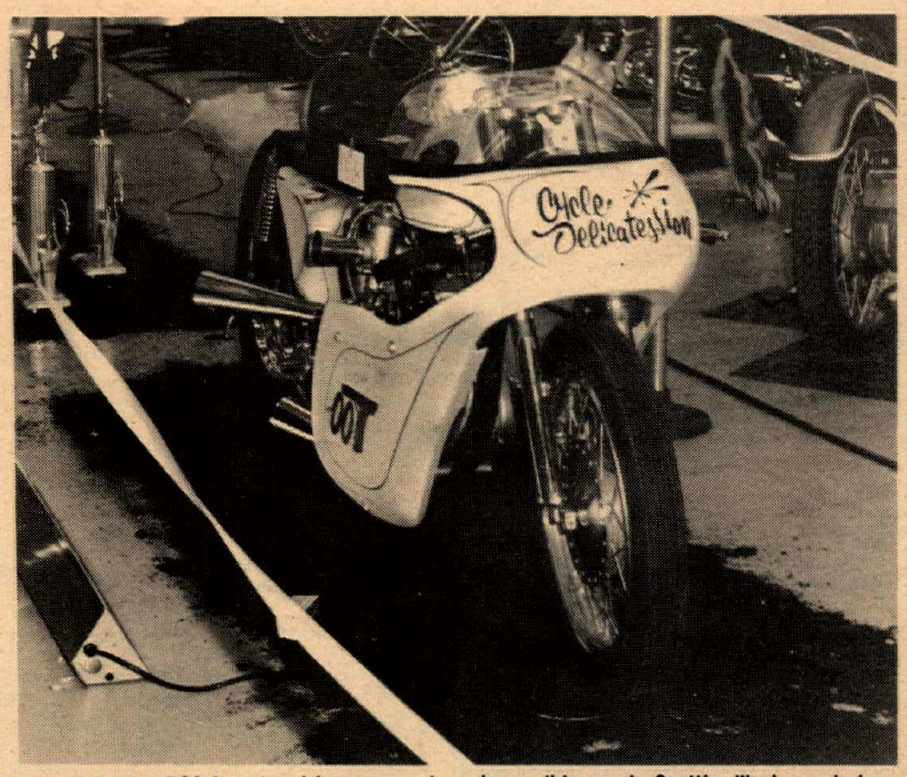


Photo by Vic Ebbutt

Above: Bristling BSA is entered in many custom shows, this one in Seattle, Wash., and always proves a crowd-pleaser. Below: Custom chopper under construction looks like funky, industrial folk sculpture.

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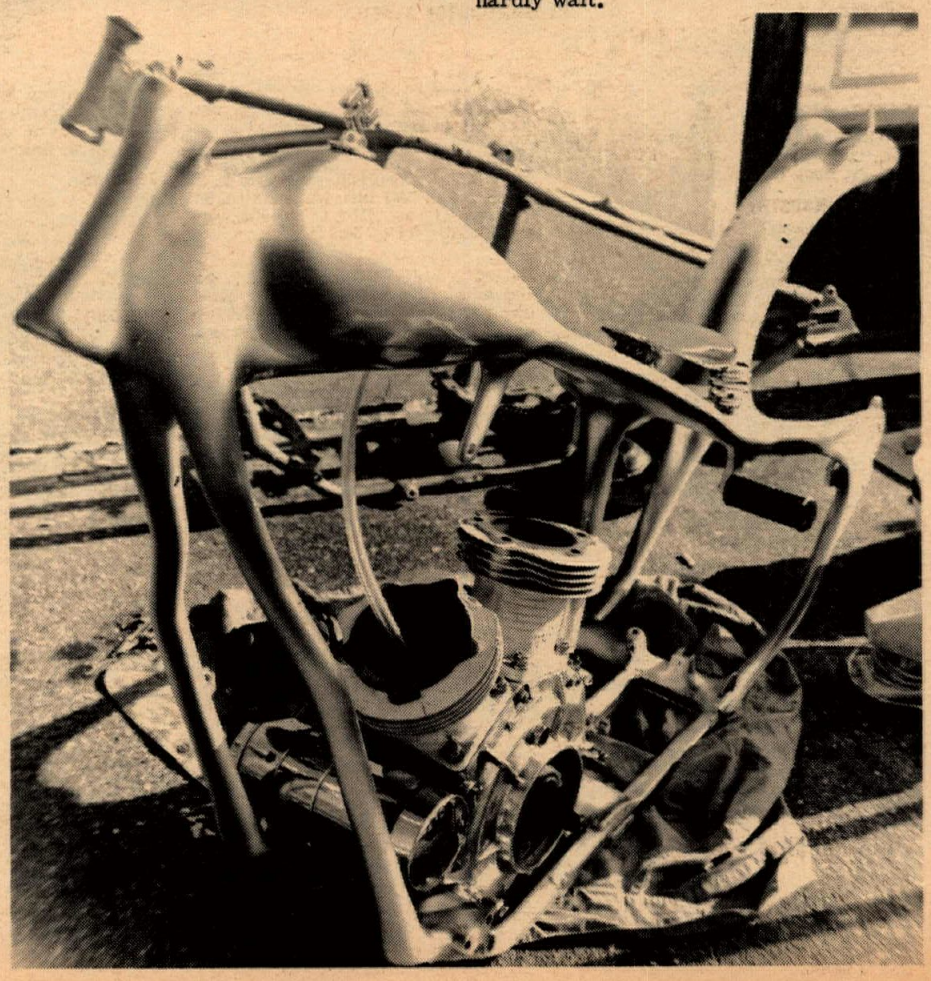

By Maureen Lee

We had the pleasure of scramblin' around on a brand new track Sunday, March 10, Adelanto. The 4-Aces M.C. threw their scrambles there and as usual hosted a smoothly run event. But may we make a suggestion to other clubs throwing runs there? You'd better throw a good one 'cause if you have riders ending up with a one-ride situation you could get hung to one of the Joshua trees after people had driven all that way!

Is it worth the trip? Yup. The countryside is beautiful and the track is neat. We conducted a little poll among heavy and lightweight riders as to their opinions and all liked it. It's fast and you get a chance to get both left and right feet down about equally. In the complaint department is the fact "it's just not wide enough," and "fix the jump." We admit, it could be wider to help out when you overcook it in some of the turns and from what we've been told, it will be. The jump needs a little work; Experts can get over anything but a Novice can get into trouble on this one (yeah!), so we suggest a bit more ramp on the landing side. Otherwise than that it was sure neat to see a different bit of territory and we really wish the owners the best of luck in keeping this one going. We need it!

Other notes for the day...Steve Scott back out again in scrambles winning the 250cc class on a PurSang and just as we were leaving for the day he was blowing off the 500 class in the first moto on his 360cc El Bandido...Ronnie Knowles who could be a number one if he'd put his mind to it out again on a Goldie taking second place behind Steve; Ron is a guy who has natural talent but isn't one of those with an all-out desire for the points so therefore rides for the real fun of it when he wants to...twelve-year old Steve Herrara winning the 50cc class, third race out for this young Novice on one of the race-prepared bikes from Skip Fordyce in Riverside, a dealer who really backs Honda racers. We know people sometimes complain about the super-lightweight classes but just watch a couple of 50cc events sometimes. These tiddlers can get pretty wild and, who knows, one of them could be a budding National Champion. Keith Mashburn, the current hot Ascot TT novice, started racing 50's!

"Retiring" from actively reporting scrambles for a few weeks gave us the chance to socialize a little and to get a chance to try out a couple of bikes...The Yamaha Enduro brought out by Dick Allen on which we were able to do impossible (for us) things in deep sand and start wondering about riding English Trials...the little Lobito loaned by Ted Judge for a couple of hot runs on the road and then the 125 'Taco from Doug Yerkes, "If you think Ted's is fast, try this." Whee!

The Viewfinders Grand Prix will be the next big District 37 race and we'll try and keep you posted on what's happening as it progresses. The circuit has been laid out so everyone can have fun and the movie sets making for tremendous spectator appeal.

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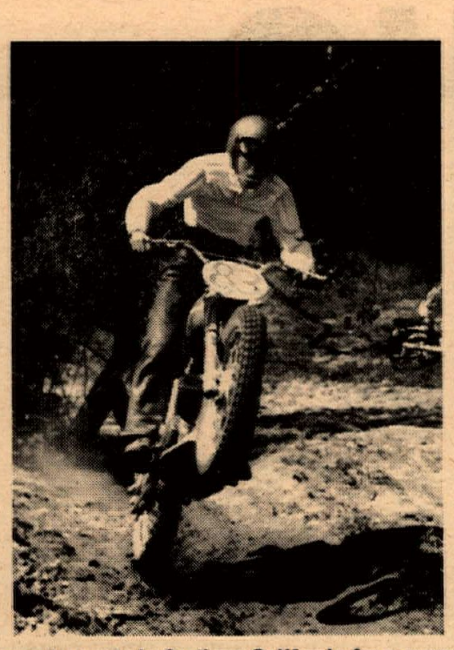
# TWO WEEKENDS OF ROUGH RIDERS AT DEHESA



**The Dehesa course is fast becoming one of most popular spots in Southern California for a sunny Sunday afternoon's rough scrambles. Laid out by European moto-cross ace Joel Robert and his speedy cohorts, the track really gives the boys something to shoot for in precision, style and speed. Four different approaches are shown above.**

**Story and Photos by Bill Harmer**

In San Diego on Sunday, March 3, the Titans M.C. staged its first 1968 Team Rough Scrambles at the Hi-Boots Dehesa course, icorporating the torturous course which was laid out by Joel Robert and the touring European champions who raced here in December of last year.

The start of the first hour-long race (Open and 250cc Expert/Amateur), blasted the stillness of the pastoral setting at 10:30 a.m., a half-hour later. Don Mc Carley established a good lead on his Montesa during the first 15-minute leg and his Husqvarna-mounted partner, Bill Silverthorn, retained it despite continuous pressure from the team of John Kenyon and Larry Larson, charging off on a Husky. Don and Bill survived several "Pony Express"-type exhcnages to win the sixty-minute grind, traveling a total of 35 laps before being flagged down.

## Teen Time

Perhaps the most exciting riding of the day was displayed in the 250cc novice race (also one hour) by two teenage pilots. Fifteen-year-old Tim Leque overcame heart breaking misfortune on the first lap, when he lost his chain. By displaying magnificent handling of his Bultaco, he passed bike after bike until at the end of the hour he and his teammate, Montesa-mounted Mickey Chiara, were in third position and still pressing. Tim's tail-back, low in the saddle riding style which is much favored by U.S. scrambles riders, served beautifully.

Another teenager, Ray Vanderpool who forsook his highly successful Yamaha to team up with Gary Hann and his new Husqvarna, favors the European style, forward and high on the saddle (mostly stand-up) and he reminded one more of Joel Robert than any contestant of the day and if he continues at his present rate of improvement, he should be of championship calibre by the time he can vote. When you consider that the Yamaha that he generally uses has a left side shift and the Husky opposite (he had to inquire about the different shift pattern), it makes Vanderpool's winning ride even more impressive. His teammate and owner of the Husky, Gary Hann, kept his end of the team contract by riding a rapid although not as spectacular a race.

Art Brookman and Al Alexander teamed up on a Triumph to win the Open Novice class closely followed by the Wayne Butterfield and Don Tendleton team on a Honda and Triumph respectively.

## Repeat For Vanderpool

In the 100cc division, all classes ran in the same hour-long race to wind up the dusty afternoon. Ray Vanderpool, this time on a Yamaha, gave a repeat performance of his 250cc win and with teammate, R. Gooding on a Hodaka, finished 34 laps in the allotted 60 minutes. A father and son team of Bud Willis on a Lobito and son Jeff on a Sachs captured second honors. Hodaka-mounted Claude Henderson teamed up with Harold Strong who rode a Benelli which boasted, of all things, a go-kart engine, to nail down third spot.

Novice Kawasaki pilot C. Claydon, who should have enough points shortly to advance his rating, headed the 100cc Novice parade with teammate C. Smith, while another pair of riders who will bear future watching, Gerry Mathel on a Sachs and Jim Chitwood on a Yamaha, calimed a close second.

## Who's Where?

Although in this type of race it's difficult, if not impossible, for the spectators and even the riders to know what's going on, it does offer the riders the opportunity to display their riding skill. The experienced watcher will find an advantageous spot, preferably under a shade tree, and watch his favorites hurl themselves by every few seconds or so. It is interesting to note how close the various divisions finished in the allotted hour. For instance, the Open and 250cc Experts completed 35 laps and the Novices ran through 34, while in the 100cc class, Ray Vanderpool & Co. equalled the 34 laps that he was responsible for in the 250cc class.

(Results on page 20)

**Did he recover? Yes, indeedy. W. Ring (4) appears to be blocking Dick Mills (2) with his foot, but is merely correcting a mistake and went on to win the 250cc Expert race over W. Hosaka (3) and H. Hayes (16).**

**Here's spectacular young Ray Vanderpool sailing along to 500cc Novice victory on his Yamaha, and the teenager won by almost half-a-lap.**

## BUMPER CROP GROWING AT DEHESA

**Story and Photos by Bill Harmer**

The Hi-Boots M.C. hosted a large number of entrants at their Dehesa, Calif. TT scrambles course on March 10. After torrential rains all day the preceding Friday, the club is to be commended on having their track in such beautiful condition for the Sunday program.

Faithful fans of Don Matthews were disappointed that he was unable to appear. Still suffering from injuries sustained in a nasty spill at Mesa Speedway on February 25, he was not up to defending his lead in the three-way Open Expert fracas with Al Finan and Myron Carter.

## Teenager Surprises

Young, freckle-faced teenager Jim Harmon, on Mike Garrett's Norton Manxman, promised to uphold the reputation of Mike's speed tuning in Matthew's absence, but he was not taken too seriously as he has not yet worn the shine off his new white number plate, having ridden only one previous Expert class race. Imagine the surprise of the old hands when they all had to eat his dust for the first two laps of two out of the three motos. In time, however, veterans Al Finan and Myron Carter recovered from the shock long enough to overtake young Jim and put on a thrilling show of their own to win first and second positions in the Open Expert class.

If this youngster continues to show improvement at his present rate we can soon expect a weekly four-way fight for points in this class. Young Jim also figured as a part of the closest and most exciting race of the program when he and defending point champion Jim McGuire dueled hub to hub for the entire first moto with Harmon squeezing his Yamaha just a freckle out in front of McGuire's Hodaka at the finish. Needless to say, with his supremacy besmirched, Mc Guire returned to the final two motos girded for battle, and showed all hands how a race should be won, while E. Barker garnered enough points for a second place finish.

## Vanderpool Presses On

Perhaps one of the most exciting of the present crop of young riders is 17-year-old Ray Vanderpool, who while still working for his Amateur badge, manages to look like a pro. His sponsor has supplied him with one of the new Yamaha DT-1 250cc singles, in strictly stock condition (No Gyt-Kit available yet), which was good enough to win all heats and the Main in the 250cc Novice class, by at least a third of a lap. W. Clark on a Kawasaki and D. Roll on a Bultaco finished second and third.

Dashing back to the pits, Vanderpool exchanged his 250cc for his usual 350cc Yamaha twin and returned to the track to win the 500cc Novice moto with the same apparently carefree abandon that he displayed in the lightweights. D. Molitor and D. Strothers captured second and third.

In spite of a spectacular near-spill and recovery on the first turn in the sweeper, W. Ring tooled his Benelli across the finish line first to capture the 250cc Expert Main event humbling W. Hosaka on his Bultaco PurSang and H. Hayes on a Harley Sprint who had to be satisfied with second and third.

The Open Novice moto-cross was dominated by the masterful riding of Triumph mounted G. Pendleton who was closely pressed by E. Barker, second and J. Hoy, third both on Triumphs.

## Claydon Cheered

Chuck Claydon's fans cheered him loudly while he continued his talented riding to acquire more points toward his yellow number plate, by winning the 100cc Novice main, although he had to display his best to remain out in front of hard pressing riders, R. Silverthorn, who placed and D. Stauffer who looked impressive in his third position finish.

Fifteen-year-old Tim Leque looked like a man "full growed" in his conflict with D. Silverthorn, in the 200cc Moto, who narrowly squeezed him out of first place points in the event with E. Murie breathing heavily on their heels to gain third place in the standings. All three were Bultaco mounted.

The Hi-Boots club showed that experience in putting on a scrambles program really tells. The track was in perfect condition, ample practice time was allowed but the program started on time and with a minimum of delay between events, the participants had their machines loaded in their trucks and were on their way home before 4 p.m. Even the results were in your correspondent's hand 10 minutes after the last race.

The next event in the San Diego area will be a Mesa Speedway (see Cycle News National Calendar of Events) which is a fast, beautifully surfaced, dirt track south of Chula Vista off of Interstate #5. First race will be started at noon on March 25th. Angelenos, both riders and spectators, are very welcome to come down and share in the afternoon of fun.

(Results on page 20)

# ONE YEAR TRIUMPH BONNEVILLE ROAD TEST

By Bill Pettigrew & the Cycle News Staff

**After one full year and some 9,000 miles testing Triumph's 1967 Model 650cc Bonneville, the time has come to give it our honest appraisal. It's far and away the best buy in the large displacement class offered in this country!**

As more and more Americans are turning to the bigger and more powerful motorcycles, Triumph's Bonneville seems to fulfill their inner desires as witness 55% increase in Triumph sales in the Western States last year.

### Honest 42 hp At Rear Wheel

Triumph has been building the vertical twin engine for quite a few years now, with noticeable improvements year after year. The Bonneville's engine displaces 650cc (40 cubic inches). The bore and stroke dimensions work out to a 71mm bore with a 82mm stroke and with such a lenghty stroke the throttle response at low speeds is much more positive. The Bonneville's pistons sport a rather high crown for a street machine at 9 to 1 compression. This ratio seems to be very flexible though with great acceleration and ping-free cruising, although 11.2 to 1's are available to the all-out Banzai guys. With the 9 to 1's the engine is "conservatively" rated at 52 ponies with peak power coming on at around 6500 rpm. Most factories lie about horsepower figures. A good Triumph actually delivers about 42 horsepower at the rear wheel — the same as a good 883 Sportster, or Honda 450.

A very nice feature on the Bonneville is the induction balance tube that connects the two carbs together to better balance the idle. With the tube the engine's personality wins many friends in rough city traffic. The 13/16th-inch Amal carbs need little introduction; they are well proven as to their service and reliability.

### Stock Trophy Winner

Equipped stock with heavy duty valve springs, hemi-head design, and light push rods, the Triumph proved to be a more than equal match to anything in its class. After a full year of road and traffic testing, we made off to the Sunday Drags at Lions Drag Strip in Long Beach, California. Without even so much as pulling a plug we fired up to the line and blasted a 14:54 E.T. and 88 mph for the first run. Incidentally, that was the best time in the Open Street class that Sunday. With full stock street trim we could manage to lay a good 15 to 20 feet of rubber every run with no resistance at all from the sweetly singing engine. The quarter mile times could very easily be increased by fiddling with plugs, timing, and generally having the bike serviced.

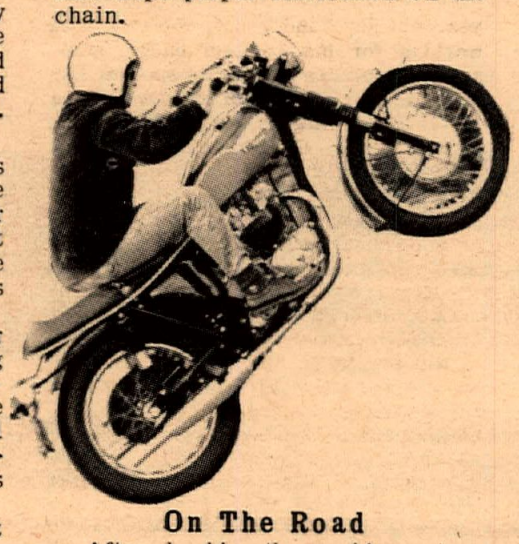
### Maintenance Slight

Our attention to maintenance was probably much less than the average owner would provide. With proper servicing and easy maintenance that should be done at home, the bike should crank off middle 13 E.T.'s with speeds in the 90's.

Rider position is excellent for street riding and highway cruising especially with the aid of the rubber-mounted handlebars and comfortable seat. The bars on our particular model were a bit too loose due to the rubber mounting. However, this point is one of personal preference only.

Triumph probably has the finest design for getting to your battery or tool kit. The Bonneville's seat is hinged on the left side so all you have to do is yank a convenient knob on the right side and flip up the seat to expose tools and battery. Another nice feature we found of interest was the lack of a bulky regulator. In place of the regulator was a small Zener Diode that controls the recharging rate of the 12 volt battery. The new brake system was worthy of credit also, with a full 8 inches in the front hub. The back brake is now up to 7 inches up with both hubs fully finned.

One feature that not everyone pays much attention to but is very much an important item is the chain. A chain needs constant and proper lubrication to keep it from cracking rollers and eventually doing itself damage. Triumph has a controllable rate tube from the 3-quart oil tank that drips proper lubrication on the chain.



### On The Road

After checking the machine out on both freeway and highway we found no appreciable fade on hard stops, no bad areas of vibration at any legal cruising speed, or any degree of diminished control at speeds few will get to on most any cruising/sport bike. If you do not watch your speedo or tach you can find yourself going 100 mph or better before you know it.

Another factor that we particularly liked was the one-kick starting routine. This one-kick method could be pulled off most any time, whether the engine was hot or not. Just tickle the carbs, set your throttle one-quarter open and give it a good healthy kick. Presto...life!

Overall appearance of the bike rates very well; the mufflers, unlike some of the better Japanese imports, are good looking besides efficient.

### Joseph Lucas Strikes Again

The Lucas lighting system is the one area we found any fault with at all. The lights are good for the most part but lack in a few area. The wiring is atrocious, the bulbs supplied aren't worth a dime, and the ammeter integrated into the headlight never seems to work right.

Mileage on the Bonneville was reported to be 40 mpg. In fact, it usually ran around 35 to 38 miles per gallon although sometimes higher. The bright new stainless steel fender now deployed on the new Bonnevilles are extremely good looking and well finished. With the new self-locking rocker box covers (finned) the total overall look of the new Triumph Bonnevilles is increasingly satisfying to avid enthusiasts like ourselves. The 1968 Bonneville is different from our one-year road test bike in outward appearance only. The '68s should deliver the same high-caliber performance.

The Triumph Bonneville is not for the weak at heart. It's a strong, powerful, smooth-running motorcycle that will give you all you want in comfort, safety, reliability, power, fun and then some. It's not the perfect motorcycle but comes just as close as any to pleasing anyone who might happen to be lucky enough to straddle their leg over this fine piece of British machinery to ride off into the sunset and live happily ever after.

# MIDWEST OHIO MESSAGE

Goodyear intends to stay in motorcycle racing. In fact the tire and rubber company will probably be more involved in the speed sport this year than last.

That is the word from Mike Babich of the company's racing division.

Mike, you might remember, made the hop to the Isle of Man last year after the car races at LeMans and gave some of the European boys a chance at using Goodyears.

This year Mike says he will be at Daytona for sure and he, or someone else from Goodyear, will make a determined effort to get to another big American road race, too.

At this point Mike, who was in Cleveland for a sports car banquet, said Goodyear is researching only road racing tires. The general theory behind a tire company getting very involved in racing is development of street tires, eg. if a tire is good in the all out speed of a Daytona win it should lead to some very interesting treads for the guy who rides to grandma's every Sunday on his Honda.

Another surprise find at the sporty car gathering was Marvin Drucker, a road course owner with more than a passing interest in bikes.

This year Marvin has at least four Association of American Motorcycle Road Racers (AAMRR) events scheduled for the Steel Cities International Raceway he runs and if they come off anything like last year's it should be something big.

Sports cars, of course, run on the Warren, Ohio track too, but Marvin said his biggest successes have been with bikes.

"They outdrew everything last year," he told me, "and it should be even better this year."

This winter the Hornets MC from Kent, Ohio has been running hare scrambles at the course.

"They can park their cars right on the road course," Marvin said, "and I don't have to tell you it's unique to have a paved place to park at a motorcycle race."

The events have been successful, he said, with about a hundred riders showing up for each race.

"I'd like to get more motorcycle racing started there in the summer," Marvin told me. He said he'd like to find a club willing to sponsor night scrambles, which would be a rarity in Ohio. He indicated if a club was willing to sponsor the races he'd be willing to build the course and light it.

It sounds very interesting and would give a lot of scrambles types a chance to run twice a week end. Interested clubs should contact Marvin care of Steel Cities International Raceway, Warren, Ohio.

If you're thinking about running the first national enduro of the year, Stone Mountain, and you haven't entered yet you might as well forget it.

More than a month before the event's March 10 date the Georgia Crackers Motorcycle Club has the limit of 400 riders signed up and ready to take off into the boonies. If you haven't entered and been assigned a starting position you're out of luck. Just ask me. I missed my chance, too.

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GET YOUR 8x10 PICTURES. If your number is not listed this week, check this ad next week. Open Class: 104, 59, 18, 9, 15, 45, 1, 3, 5, 7, 13, 16, 20, 25, 27, 30. 250cc Class: 2x, 5x, 7x, 18x, 888x, 35, 29, 95, 139, 620x, 15x, 21, 506, 48, 436, 11, 700. Trail Class: 1, 2, 11, 31, 39, 395, 828, 25, 17, 67, 45, 5, 803. Send $3. and your address to Jeff Wright, 5022 Parkhaven Circle, La Crescenta, Calif. (213) CH 8-3839.

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## ATTENTION: CYCLE NEWS CONTRIBUTORS

We do not have the addresses of the contributors listed here. If you will contact us we will send you a check for your published work; SUSAN CLARK, ROGER EVANS, HARRY LAWRIE. Contact CYCLE NEWS, P.O. Box 498, Long Beach, Calif. (213) 423-0431.

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TRADE 1964 Honda scrambler 250cc. Jim Guyser (213) 425-4746.

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WANTED–Magneto for BSA 500 single (B33-B34) also need BSA 125-150-175 or HD 125-165 eng. For sale HD Sprint (H) '64 (805) 946-1421.

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FOR SALE 65 Matchless Single – New engine, tires, forks, Bars, paint, extra tires, complete wheels, seats, desert or TT, Bike perfect, I will set up. (213) 881-2386 anytime.

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Yamaha TD1A/B complete. Suzuki X6 in basket. $450.00 for both. (213) 964-3233 after 6 p.m.

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TRADE: 1967 Triumph TR6 head complete with carburetors for '67 Bonneville head with carburetors. Call (714) 642-4343, ask for Jim Berry.

1967 SUZUKI 250cc Production road racer. Super engine, Goodyear motor racers, 5 races–4 firsts, 1 second. Street legal (714) 675-5949 evenings.

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67 YAMAHA Trailmaster 100 – like new 700 mi. $300. (213) 442-3333.

**NEXT WEEK – MORE DAYTONA PICTURES including Short Track & Enduro**

# DID YOU KNOW?

...That Evel Knievel has engaged Eddie Mulder to do a series of 66 jumps at circus performances in Los Angeles and Long Beach, Calif.

* * * * * * * * * * * * * * * * * * *

...That Mike Patrick is now a contracted rider for Yamaha, and will ride the new Enduro 250 in upcoming desert events?

* * * * * * * * * * * * * * * * * * *

...That Harley-Davidson is only 4 years away from announcing their 1,000cc 4-cylinder model?

* * * * * * * * * * * * * * * * * * *

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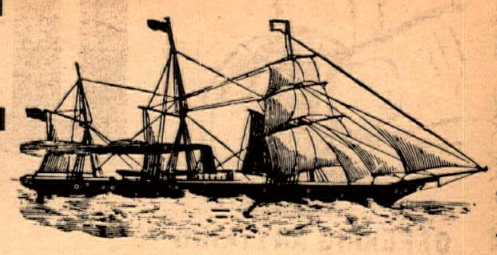
# EAST BAY N S WEST BAY

By Anthony Herbold



What is a tuner? Well, he's a guy who does lots of work and gets little credit. How about you and me, are we tuners? In your case, the answer is probably no. In my case, emphatically no. Such a definition would include too much. Who is a tuner, then? Only fellows like Hansen in Wisconsin, or Kibblewhite and Young in San Bruno? No, that would exclude too much. "Tuner" is a continum, one that spans two poles: from those who can only get the "music" out of a machine that was designed into it, on the one hand, and, on the other, those who can "compose a music" of their own into a motor, a tune never heard on the designer's drawing board.

One thing is clear. Without a tuner, no one would be anyone as a racer. Hailwood, I am told, has half a dozen of them. (Take a handful, they're small.)

Now in the San Francisco area there are several pretty famous racers: Lawwill, Grant, Odom, Baumann, Rancourt, and the rest. But how many Cycle News readers know their tuners? (In Lawwill's case, it's easy: he tunes hiw own.)

At one end of the spectrum, you have a tuner like Frank Diaz, who works days out of Cycle Town in San Rafael, and nights out of a tiny shack "out back" in Richmond. Frank has no exotic machinery, no drawing board, nothing fancy. So far as I know he's never tested a machine on a dyno, and most of his piston-notching, compression increasing, lightening work, and cam fitting has been of the empirical, trial-and-error kind. But Frank – himself an expert scrambler – is well known for his rapid, often brilliant work by a select few, boys who grind out trophies on the rough. His reputation has been earned with Triumphs and BSAs, and in more recent years with Bultacos and Montesas. So here you have primarily and racer and a mechanic, only secondarily a tuner. But a good one.

With Rich Schell of S & T Sportcycles in Lafayette, you must combine road racer with tuner. Rick is a "classical" heli-arc welder, known for his "super-sanitary" engine and frame modifications, and for machines that only have trouble quitting. He has built winners for the drag strip, for the dirt, and for road circuits. His own, modified CR-93 Honda 125 won 42 races, including Sebring in 1965. So successful has he been on his bikes that they have been protested often, and always found legal. He is not a radical tuner, but one who "tunes a machine to its finest edge." Then he sits right there, until he has to move along. He is now working on the 9-port design so successful in go-carting, and has a 4-cylinder water-cooled Suzuki X-6 planned for the street. ("I'm going to make it, too.") His expansion chambers are efficient, and you can look for a Schell twin-port single chamber pipe on the Suzuki scrambler he sponsors Paul Johnson on, a design which should give Paul a better overal torque curve and, equally important, keep the exhaust out of his way and off the ground.

Fred Muhlberg at Honda of San Francisco is yet another variety of tuner. An Austrian, he only came to this country in 1958 and did not switch from Mercedes-Benz to Honda until 1962. Fred is always the wittiest, and usually the ahppiest, racer at the track. He is famous hereabouts for his generous and philosophical attitude - something pretty rare among the surly animals often found in this trade. He'll help anyone, he'll try anything, and he'll try it again. He says he is known mainly for cams "that come on hard at 9,000 and go off harder at 9,600." But his 175s and 350s prove his more modest than ingenuous in that claim. He has built a competitive 250 grand prix machine from a 160, and although he says he's "broken more primary chains than anyone in North America – perhaps even South America" – he has designed, built and ridden to victory an ex-Hawk 350 grand prix bike which still gives the new two-strokers hell. Now he plans a 250 from the new Honda 175, and a 350 from the new 325cc Honda. He was the first to coil-spring a 450, and his port jobs kept his production four-and-a-halfs in the winner's circles all last year and the year before.

With Dough Schwerma at Cycle Service in Hayward, you move on to the self-employed tuner, the tuner "who lives on speed alone." Doug, in fact, has no other visible means of support. He was trained in part by Milne Bros. in Pasadena, in part by the skills and executions of Erv Kanamoto in San Jose. These are no mean tuners to learn from! Doug is not aims at constant success, that is, reliability. His 350 Yamaha has proved an almost incredible success: in its many transmutations it has won enduros, scrambles, and road races – in the 500 class. Dick Hammer and Ron Grant have been on it. Ask them. Schwerma also built, tuned, and rode a record 250 Yamaha dragster which turned a 12.14 and 105 mph in the quarter. He is an expert back-porter, as Tony Murphy can testify, and if he ever gets his super dragster going, it will be fast. This machine, which Doug has been working on (or off and on) for three years now, has a 102" wheelbase, contains a 1000cc 4-cylinder NSA Prinz engine, coupled to the rear wheel by a fluid torque converter of his own design and manufacture, and is to be blown along by a Roots supercharger. It may be headed for the eight-second bracket.

### March 31st at Vaca Valley

The AFM and John Renesch are coming up with another road race, this one with a purse of $1,000. Rumors have it that almost two hundred entries are expected, including the likes of Grant, Baumann, Nicholas, Hammer, Vesco, Pierce, Parriott, Rayborn, and all the rest of the hot AMA "shoes." Renesch is hoping for a big crowd, the track is being re-prepared, and the AFM's Bay Area Chapter is working days and nights to put on their best show ever. Things are indeed looking up!

# *MOTO-CROSSIN' IN CRESCENT CITY*

By Linda Bigham

The Moto-Cross event on Sunday Mar. 3rd in Crescent City, California proved to be a big success with a turnout of 40 riders and more than 100 spectators.

It was a good day for the event. The mud puddle was muddy, the track hard, and there were lots of curves and hills.

Bob Duncan, famed desert rider from Fontana (Orange County), honored us with his presence. Not only that but he took home the first place trophy for the 250 class with Tony Danztman of Crescent City taking second and Rodney Ship of Brookings, Oregon third.

In the beginners' class, Crescent City's Leon Bumby wound up first with Tommy Earl (also of C.C.) following close behind. Loran Sauer of Medord, Oregon was pleased to take first in the 100 class on his odd-looking Sachs with Randy Bigham collecting the second place trophy. The 200 class had only one trophy winner, Steve Bigham, who rode a 160 Honda. In the 251-Open class Buck Presler of Crescent City fought hard and won first place.

As Loran Sauer and friend Jim Plumley from Medord, Oregon left, Loran said, "great race, don't forget us next time." That ended a long, satisfying day and a ride that won't soon be forgotten.

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# YAMAHA SWEEPS DAYTONA

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PHIL READ

History repeated itself for the 4th year in a row as Yamaha again completely dominated the 250cc 100 mile race, again taking 7 out of first 10 places. The rain shortened race saw a tremendous duel between Yvon Duhamel, Gary Nixon and Mike Duff all aboard Yamahas.

Yamaha astonished the motorcycle world at Daytona Beach, Florida by setting the 2nd fastest qualifying time at 147.347 MPH by Mike Duff. Then, competing in the big bike 200 mile championship for only the 2nd time, Yamaha 350's took 2nd, 3rd, and 11th places while spotting Harley-Davidson 400 cubic centimeters and Triumph 150cc.

Phil Read took 3rd place in the 250cc 100 mile race and 11th place aboard 350cc Yamaha on the 200 mile big bike championship.

ART BAUMANN

Art Baumann, first year expert flashed to 3rd place aboard 350cc Yamaha, displaying brilliant form in the 200 mile national championship.

**1968 500cc EXPERT 200 MILE NATIONAL CHAMPIONSHIP**

| | |
|---|---|
| 1 CAL RAYBURN Harley-Davidson 750cc | 6 BUDDY ELMORE TRIUMPH 500cc |
| 2 YVON DUHAMEL YAMAHA 350cc | 7 JIM ODOM TRIUMPH 500cc |
| 3 ART BAUMANN YAMAHA 350cc | 8 PETER WILLIAMS Matchless 500cc |
| 4 JACK McNAIRY Harley-Davidson 750cc | 9 MITSUO ITOH SUZUKI 500cc |
| 5 RON GRANT SUZUKI 500cc | 10 GENE ROMERO Matchless 500cc |
| | 11 PHIL READ YAMAHA 350cc |

| DAYTONA 1965 | | DAYTONA 1966 | |
|---|---|---|---|
| DICK MANN, YAMAHA | 1 | ROBERT WINTERS, YAMAHA | 1 |
| GARY NIXON, YAMAHA | 2 | JOHN BUCKNER, YAMAHA | 2 |
| BUDDY ELMORE, YAMAHA | 3 | RALPH WHITE, YAMAHA | 3 |
| MIKE BONNELL, YAMAHA | 4 | DON VESCO, YAMAHA | 4 |
| MERT LAWWILL, HARLEY-DAVIDSON | 5 | ROGER REIMAN, HARLEY-DAVIDSON | 5 |
| GEORGE ROEDER, HARLEY-DAVIDSON | 6 | DON TWIGG, YAMAHA | 6 |
| DAN HAABY, YAMAHA | 7 | BART MARKEL, HARLEY-DAVIDSON | 7 |
| NEIL KEEN, YAMAHA | 8 | GARY NIXON, YAMAHA | 8 |
| JIM NICKS, YAMAHA | 9 | SONNY GAGER, YAMAHA | 9 |
| TONY MURPHY, YAMAHA | 10 | LARRY SCHAEFER, YAMAHA | 10 |

| DAYTONA 1967 | | | |
|---|---|---|---|
| GARY NIXON, YAMAHA | 1 | FRANK CAMILLIERI, YAMAHA | 6 |
| DICK HAMMER, SUZUKI | 2 | NORMAN STOVALL, YAMAHA | 7 |
| ROBERT WINTERS, YAMAHA | 3 | YVON DUHAMEL, YAMAHA | 8 |
| DICK NEWELL, YAMAHA | 4 | SONNY GAGER, KAWASAKI | 9 |
| DONALD TWIGG, YAMAHA | 5 | DON BUTLER, KAWASAKI | 10 |

**1968 250cc AMATEUR–EXPERT 100 MILE RACE**

| | |
|---|---|
| 1 YVON DUHAMEL YAMAHA | 6 RON GRANT SUZUKI |
| 2 BOBBY WINTERS YAMAHA | 7 JESS THOMAS KAWASAKI |
| 3 PHIL READ YAMAHA | 8 RAY HEMPSTEAD YAMAHA |
| 4 DICK NEWELL YAMAHA | 9 FRANK CAMILLIERI YAMAHA |
| 5 RON PIERCE YAMAHA | 10 WALT FULTON KAWASAKI |

# Meet the EXCITERS!

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ALL YAMAHA SPORTCYCLES ARE DESIGNED, ENGINEERED AND BUILT WITH THE HIGHEST STANDARDS OF PRECISION AND CRAFTSMANSHIP. EACH YAMAHA PERFORMS AND HANDLES WITH THE QUALITY "FEEL" YOU'D EXPECT FROM THE MAKERS OF THE 250cc DAYTONA CHAMPION RACING YAMAHAS.

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# CYCLE NEWS

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AMERICA'S ONLY MOTORCYCLE WEEKLY NEWSPAPER

Here's how close they ran in the early laps of the Daytona 250cc event. AMA Grand National Champion Gary Nixon (1) and his Yamaha are battling the Yamahas of Mike Duff (28) and Yvon DuHamel (5). DuHamel emerged victorious in the rain-shortened race with an average speed of 96-plus mph. — Photo by Chuck Clayton.